

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York Saturday, June 3, 1871.

### San Diego and Gila Southern Pacific and Atlantic Railroad.

The San Diego and Gila Railroad supplies the California section of the 32d parallel railroad line from the Mississippi river to the Pacific Ocean; and is projected to establish intercommunication between the valley of the Colorado river (and its branches) and the Pacific Ocean.

The western terminus is at the bay and harbor of San Diego, a safe and commodious roadstead; and the eastern terminus is at Fort Yuma, on the Colorado, and at the mouth of the Gila river; which lies directly eastward across the Territory of Arizona for 350 miles, with several branches leading north and south, and drains a geographical area 400 miles long, east and west, and 200 miles wide, north and south.

The Bay of San Diego is 450 miles—45 hours, south from San Francisco, and 2,780 miles—278 hours, north from Panama, and is in the same latitude with the principal ports of China, Japan, and eastern Asia, and north of the Sandwich Islands.

San Diego is within 10 or 12 miles, northwardly, of the Pacific end of the United States and Mexican boundary line, which leads directly to the mouth of the Gila river, with a right line distance of 148.7 miles, the boundary line thus form-

ing a directrix between the termini of the railroad.

Between the bay of San Diego and the Colorado river there are two grand physical geographical features—the Sierra Nevada mountains, and the Colorado desert.

The Sierra Nevada mountains rise contiguously from the Pacific coast to an elevation of some 4,000 feet, in a distance of 50 miles, and slope down to the Colorado desert, eastward, in about 20 miles further, to an elevation only a few hundred feet above the sea. The western slope of the mountains is diversified by a system of valleys, ravines, and canons, connecting and rising like terraced plateaus one above another, while the eastern slope descends almost precipitately to the desert. The desert extends from the eastern foot of the mountains to the Colorado river, a distance of 80 miles, and is a flat, sandy, sterile plateau basin, with its depression scarcely 150 feet above the sea. Its only redeeming feature is the so-called New River, a drainage depression into which the overflow of the Colorado river finds its way, from a point some 20 miles south of Fort Yuma, discharging an immense volume of water into a yet lower basin of the desert some 50 miles north of the boundary. The New river valley is flooded to a width of some ten miles [and often more] annually, and fertilizes the valley to the extent that good grass is found sufficient to graze herds of cattle, and to enable Indians to raise indifferent crops of corn, squashes, beans, and melons.

A low range of sand hills, with Pilot Knob range of hills surmounting them, cuts the desert off from the Colorado river, and forms its eastern rim, being some 10 or 12 miles in extent east and west. Their Southern end just reaches to the boundary line. This range is usually spoken of as a part of the desert. The peculiar topographical features of the approaches and crossing of the Colorado river cannot be described except by maps; and the bay of San Diego is best studied from the United States Coast survey Chart.

Two routes have been surveyed for the railroad. The first in 1855, by C. H. Poole, C. E., followed the San Diego river to its head, and reached the summit of the mountains at Warner's Pass [which is 45 north of the boundary line], at an elevation of 3,630 feet, and 64 miles from San Diego.

The descent of the desert was made in 46 miles, to an elevation of 445 feet, by a very crooked drainage valley—San Felipe and Vallecita.

The line, bearing southeastwardly, would approach the boundary line at New River, near the middle of the desert, and thence lie near the boundary of Fort Yuma. This route is about 230 miles long, increasing the air-line distance by 54

per cent. Two subordinate summits were found on the mountain section, increasing the elevation to be overcome by 873 feet. The summit grades on the western slope vary from 96 feet per mile to 452½ feet per mile, averaging 158½ feet per mile for a distance of 14½ miles. The descent to the desert has natural grades of 175 feet per mile for 3 miles, 263 feet per mile for 2 miles, and 125 feet per mile for 5 miles.

A more direct line was surveyed in 1869, under the auspices of the Memphis, El Paso Railroad Company, of Texas, by Col. Thomas S. Sedgwick, Civil Engineer.

This route leaves the bay by the Otay valley, and follows it to its head at Riley's summit, to an elevation of 1,500 feet at 33½ miles from New Town, descends to the San Ysidro canon, in 4 miles, 660 feet, and thence rises continuously to the summit of the mountains, at an elevation of 3,855 feet, in 30½ miles; thence to the desert by a continuous descent in some 37 miles to an elevation of 500 feet; thence across the desert to Fort Yuma, a distance of 80 miles [by estimation]. This route will be about 185 miles long. If this line were extended to the sea by Otay valley, it would be only 180 miles long, an increase of only 31 miles—or 21 per cent. over the boundary line distance.

This line is remarkable as to general direction between its termini. A chain of valleys was found leading directly eastward from the bay to the head of Carizo canon (in which the line was laid for nearly eight miles) which, running nearly north, makes the only noticeable break in the general good direction of the line.

On the mountain section, the line approaches to within one mile of the boundary in Ticate valley, and at the leaving of Carizo Canon, is 15 miles north of the boundary; indicating that the line may be laid in a belt of 15 miles in width (adjoining the boundary), which cannot be said of any known mountain line of equal length in the United States. The alignment is generally favorable to a first class road.

The gradients rising to Riley's summit will not exceed 90 feet per mile; descending to the San Ysidro valley, a gradient of 100 feet per mile will obtain; and rising therefrom a gradient as high as 105, or, probably, 107 feet per mile for 6 miles. Thence to the summit of the mountains, 23 miles, the gradients will vary—being 80, 90, and 100 feet per mile in sections; while from the Walker's Pass summit down to the Carizo Canon, a direct line of 10½ miles will give a gradient of 110 feet per mile; while a more circuitous line, making the distance 15 miles, will give gradients of 90 feet per mile. Adown the Carizo Canon, and to the desert, the gradients do not exceed 90 feet per mile, as surveyed, while the desert portion is

nearly level; and the Pilot Knob hills can be crossed or turned with light gradients.

The general character of the work indicates a great cost of graduation on the mountain section, while the desert section is far below the average of even prairie roads.

Viaducts are indicated to a notable extent. That at San Ysidro Crossing, will be from 2,000 to 2,500 feet long, and 150 feet high; while the bridge at the Colorado river should be a clear span of 400 feet between bluff banks of granite.

The only tunnel actually necessary to be made is in getting out from the Carizo Canon to the desert, by boring through its rim, and will be less than 1,000 feet long; but more detailed surveys made show that two or three others might be adopted with good economy, depending upon the character of the road to be built.

The line will terminate at the best wharfage site on the Bay of San Diego, on lands now owned by the company, and is adapted to economical and efficient extension to all desirable points on the bay.

This route is, at the least, 30 miles shorter than the Warner Pass route, and is no more expensive, mile per mile, and has more favorable gradients.

Good depot buildings and wharves will be needed at San Diego, and buildings at Fort Yuma, but, few station buildings on the line.

Water stations can be established on the desert, with wells 20 to 30 feet deep, and on the mountains by springs. A natural supply of fuel cannot be obtained near the route, and would need to be supplied at considerable expense.

The following approximate estimate of the cost of grading, masonry (very little), and bridging (almost entirely viaducts), is based on the hurried survey of the Trial Line, the preliminary location of seventeen miles, surveys made at Fort Yuma, and personal examinations.

The road is estimated to cost \$22,500 per mile for graduation only; graduation and permanent way, \$35,000 per mile; and with wharves, depots, shops and water stations, and sidings, \$36,625 per mile, a total of \$6,775,500.

The mountain section of the road, 83 miles in length, equals a cost of \$37,410 per mile for graduation, and permanent way added, \$49,910 per mile, a heavy average; but the desert section of 85 miles averages but \$6,940 per mile for graduation, and \$21,440 with permanent way.

This estimate is based upon an economical adaptation of the roadway to the natural surface; and fairly represents the amount for which the road can be built.

The charter of the company provides for an issue of \$4,000,000 of capital stock, and the same amount of first mortgage bonds. The company has 8,500 acres of land available as assets, from which from \$1,000,000 to \$2,000,000 could be realized within five or six years.

The establishment of this road would control an important trade with Arizona and New Mexico; not only with California, but with New York via Panama Railroad route, and steamships which now touch at San Diego, en route from Panama to San Francisco, and would be an indispensable link in the 32 parallel railroad line.

THOMAS S. SEDGWICK, C. E.,  
Chief Engineer and Agent.

New York, May 20, 1871.

#### Marquette and Peninsula Railroad.

The above is the name adopted by vote of the meeting last night for the new corporation formed to complete a new southern railway connection for Marquette. The distance from Escanaba to the junction of the new route is 52½ miles, thence to the eastern limits of this city 8½ miles, thence to the Pacific Rolling mills 2½ miles, thence to the end of the Rolling mill Co's track in connection with all the docks in this city, one mile. The average distance therefore to a central point in this city leaving out the tracks to the ore docks eleven miles; this added to the main line makes a total distance between Marquette and Escanaba 63½ miles, instead of 78 miles by way of Negaunee.—*Marquette Journal*.

#### Narrow Gauge Railroads.

The subject of narrow-gauge railways is one of the most interesting ones now before the public, for if the plan succeeds as well here as it has done in Europe it will undoubtedly carry railroad facilities to many localities which would otherwise be deprived of them for years. The experiment is being practically tested, and several roads of three feet gauge are now in course of construction, the most important of which is the Denver and Rio Grande Road, a branch of the Denver Pacific.

This Company is now having four passengers and two baggage cars built at Wilmington, Delaware, at the shops of the Jackson & Sharp Company. The cars are larger than we expected, being thirty-five feet long and seven feet broad, with seats for thirty-five passengers. There are three seats in a row, an ordinary double seat on one side of the passage, and a single seat opposite. These are the very largest cars that can be made for such a gauge. The Jackson & Sharp Company are now building one car for a similar road, Muscogee Narrow Gauge Railroad, in Georgia. This car will be thirty feet long by six and a half in width, and carry thirty-two passengers. These are the first narrow gauge passenger cars built in this country. The Jackson & Sharp Company have devoted a good deal of attention to this subject, and have an immense amount of data relating to it.—*Balt. Am.*

#### Milwaukee and St. Paul Railway.

This company now owns in its own right 1,018 miles of track, being an increase during the year 1870 of 103 miles, consisting of the track from Nora Springs to Algona in Iowa, 63 miles, and the track from Mason City in Iowa, to Austin in Minnesota, 40 miles, both purchased—the stocks and bonds of the company being given in payment therefor. The lines of the company are as follows:

	Miles.
Milwaukee to Prairie du Chien.....	193
McGregor (opp. Pr. du Chien) to St. Paul....	212
Milwaukee, via Watertown, to La Crosse.....	196
Milwaukee, via Horicon, to Portage.....	95
Horicon to Berlin and Winneconne.....	58
Watertown to Madison.....	37
Milton to Monroe.....	42
Calmar to Algona.....	126
Conover to Decorah.....	10
Austin to Mason City.....	40
Mendota to Minneapolis.....	9

Total length of track January 1, 1871....1,018

The average length of track in use in 1869 was 858 miles, and in 1870 about 950 miles.

In addition to the mileage here recorded, the company own \$2,001,000 of the capital stock of the Western Union Railroad (206½ miles), being a majority of the shares thereof, and hence control that property. The cost to the company of this purchase was \$1,500,750, or 75 per cent. of its face value, paid for in the common stock of the Milwaukee and St. Paul Company.

The equipment of the road at the close of 1868, 1869 and 1870 compares as follows:

	1868.	1869.	1870.
Locomotives.....	133	145	155
Passenger cars, 1st class.....	64	71	77
" " 2d class.....	10	10	10
Sleeping cars.....	6	9	9
Baggage, mail and exp.....	53	54	58
Freight, box.....	2,070	2,273	2,373
Freight, flat and stock.....	430	480	580

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1869 and 1870:

	1869.	1870.
Passenger trains.....	946,786	963,802
Freight trains.....	2,063,899	2,371,454
Wood and gravel trains.....	337,874	441,918
Total mileage.....	3,388,559	3,760,174
Passengers carried.....	810,903	810,060
Do. carried one mile.....	45,408,400	43,918,671
Revenue from passengers.....	\$1,781,135	\$1,725,154
Freight (tons) carried.....	1,344,358	1,522,753
Do. carried one mile.....	157,749,854	181,428,573
Revenue from freight.....	\$4,901,525	\$5,148,356
Pass. revenue per mile... ..	3.89 cents	3.88 cents
Freight revenue per mile... ..	3.10 cents	2.82 cents

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1869 and 1870:

	1869.	1870.
Earnings from:		
Freight.....	\$4,909,525 02	\$5,148,355 86
Passengers.....	1,781,134 77	1,735,153 91
Mail service.....	78,551 58	80,866 06
Express service.....	233,691 92	158,870 58
News service.....	4,950 00	4,950 00
Rents.....	8,077 11	8,067 01
Telegraph.....	4,291 61	6,518 15
Extra baggage.....	8,085 81	7,435 45
Sleeping cars.....	30,439 00	32,053 50
Elevator, "A".....	80,472 30	97,513 57
Elevators, "B and C".....	85,635 95	106,407 88
Elevator, "D".....	19,179 32	23,997 97
Stock yards.....	6,634 26	10,871 49

Total.....\$7,250,668 68 \$7,421,061 43

#### Expenditures (ordinary)—

Repairs of track.....	\$615,595 95	\$684,024 53
" bridges ..	34,189 19	39,248 15
" fences.....	3,902 72	2,475 20
" buildings.....	88,901 90	91,304 79
" locomotives.....	252,931 62	275,088 26
" cars.....	407,323 45	522,537 73
" tools, etc.....	36,738 19	39,332 49
Management and general office.....	111,772 01	114,025 67
Foreign agency & advertising.....	24,698 68	24,370 11
Station service.....	446,553 81	506,720 44
Conductors, baggage and brakemen.....	212,772 04	246,521 19
Engineers, firemen & wipers.....	273,171 03	305,988 40
Train and station supplies.....	102,810 25	123,712 80
Fuel consumed.....	566,520 99	660,675 60
Oil and waste.....	65,378 72	69,599 57
Personal injuries.....	30,277 02	5,800 63
Damage to property.....	26,580 66	23,949 87
Loss and damage of freight & baggage.....	6,558 68	8,219 08
Legal expenses.....	18,053 47	20,614 02
New York office exp.....	12,118 57	9,758 70
Taxes.....	174,300 56	200,333 67
Insurance.....	25,851 73	26,092 78
Miscellaneous.....	8,381 24	17,431 76

#### Expenses (extraordinary)—

Renewal of track.....	270,583 10	364,541 06
New bridges.....	34,104 36	42,849 82
New buildings.....		32,596 08
New fences.....	25,354 23	80,828 56
New locomotives.....		17,222 50
New cars.....	148,809 56	
New tools & mach'y.....	10,546 72	10,554 99
U. S. Gov. taxes.....	50,191 29	38,651 78
Rebuilding locomotives.....	17,573 33	5,775 86
Mississippi ferry.....	126,195 68	38,444 32
Stock yard expenses.....	1,340 37	3,972 48

Total.....\$4,229,882 11 \$4,653,274 29

Gross earnings.....	\$7,250,668 68	\$7,421,061 43
Operating expenses.....	4,229,882 11	4,653,274 29

Net revenue.....\$3,020,786 57 \$2,767,787 14

The gross earnings of 1870, as compared with those of the previous year, show an increase of \$170,392 75, and the expenses an increase of



\$423,392 18. The net revenue shows a decrease of \$252,999 43. The per centage of expenses in 1869 was 58, and in 1870, 63 per cent. Expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1869...	\$3,545,243 47	\$684,638 64	\$4,229,882 11
1870...	4,017,826 44	635,447 85	4,653,274 29

Increase.	\$472,582 97		\$423,392 19
Decrease.....	\$49,190 79		

The earnings and expenses by operating divisions for the two years were as follows:

	1869.	1870.
Gross earnings—		
La Crosse division...	\$2,331,694 64	\$2,188,279 99
Northern division...	718,424 39	793,773 76
Prairie du Chien div.	2,513,690 70	2,477,226 93
Iowa and Minnesota division.....	1,686,858 95	1,957,780 75
Expenses—		
La Crosse division...	1,357,103 70	1,380,519 59
Northern division...	388,589 33	480,843 38
Prairie du Chien div.	1,415,915 07	1,487,820 49
Iowa and Minnesota division.....	1,068,274 01	1,354,090 83
Net revenue—		
La Crosse division...	974,590 94	807,760 40
Northern division...	329,835 06	366,930 38
Prairie du Chien div.	1,097,775 63	989,406 44
Iowa and Minnesota division.....	618,584 94	603,689 92

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1869.	1870.	Decrease.
Gross earnings...	\$8,450 66	\$7,674 32	\$776 34
Operating exp...	4,929 93	4,812 08	117 85
Net revenues....	3,520 73	2,862 24	758 49

This difference is explained by the large accession of new and comparatively unproductive track brought into operation in 1870.

The expenditures of the company during 1870, not charged to operating account, amounted to \$766,729 as follows:

2nd mortgage bonds—sinking fund....	\$72,000
Freight cars, 200; passenger 6 and baggage 4.....	175,065
Locomotives, 10.....	126,450
Purchase of Prairie du Chien ferry.....	71,581
New buildings, turntables, etc., in Iowa.....	84,182
New buildings at La Crosse.....	73,172
New buildings at other points on the Mississippi.....	25,000
New freight house at Milwaukee.....	22,613
Depot grounds at Milwaukee and stock yards.....	27,589
Draw bridge at Milwaukee.....	4,793
Docks and canals at Milwaukee.....	15,222
Railway around Milwaukee.....	12,436
St. Paul Branch (construction).....	17,465
Right of way on all lines.....	15,113
Engineers bill on other lines.....	4,198
Winter bridge at Prairie du Chien, etc....	15,850

With the reduction which has taken place in the cost of labor and in many kinds of supplies, together with the strict economy thoroughly enforced in all departments, the Directors have confidence that the business of 1871 will exhibit results that will be satisfactory to the stockholders.

The stockholders having authorized the same, the directors declared a dividend from the earnings of 1869, payable February 15, 1870, upon the preferred stock of \$7 per share in cash and \$3 per share in common stock; and upon the common stock payable at the same time \$3 per share in cash and \$7 per share in common stock. The dividends so declared increased the common stock from that date \$828,900.

With like authority from the stockholders, the

directors declared a dividend from the earnings of 1870, payable December 31, 1870, of \$7 per share in cash upon the preferred stock and \$7 per share in common stock upon the common stock. This latter dividend increased the common stock \$747,291.

#### GENERAL ACCOUNT, DECEMBER 31, 1870.

Cost of road and equipment.....	\$38,623,679 90
Western Union R. R. stock (20,010 shares).....	1,500,750 00
Materials on hand.....	307,033 41
U. S. Government P. O. Department.....	31,721 76
Balances due from agents and other companies.....	264,628 07
Miscellaneous accounts.....	41,303 96
City of Hastings bonds.....	14,000 00
Interest paid on bonds due Jan. 1, 1871.....	477 75
Cash on hand.....	431,094 68
	\$41,214,689 53

Capital Stock, (\$21,847,981) viz:

Capital stock, preferred.....	\$10,425,103 00
" " common.....	11,422,878 00

Funded Debt, (\$18,205,573) viz:

1st mortgage 7s.....	\$5,488,000 00
" 8s, E. Div. (Palmer).....	792,000 00
" 7s, Iowa & Minn. Div.....	3,792,000 00
" 7s, Minn. Central R.R.....	208,000 00
" 7s, Iowa & Dakota Div.....	1,008,000 00
" 8s, Pr. du Chien Div.....	3,674,000 00
2d mortgage 7.30s.....	1,315,000 00
" 7s.....	1,244,000 00
Income 7s.....	20,000 00
Milwaukee City 7s.....	234,000 00
Milwaukee and Western R. R. 7s....	148,500 00
Real estate 7s.....	247,000 00
Incumbrances assumed.....	35,073 00

Accounts, (\$1,161,135 53) viz:

Unpaid pay rolls and bills.....	\$382,843 75
Due other roads.....	93,064 76
Miscellaneous.....	114,823 10
Milwaukee Iron Company.....	16,287 11
Reserved Government tax.....	43,747 62
Dividends unpaid.....	152,463 19
Coupon account.....	265,090 74
	\$14,214,689 53

That the stockholders may know the exact present (March 1, 1871,) condition of the company, a statement of the bonds and stocks outstanding at date is presented, and the Directors promise that no more bonds or stocks will be issued during 1871. The cost of the Milwaukee and St. Paul Railway (March 1, 1871,) is represented by capital as follows—

Mortgage bonds.....	\$18,183,500
Preferred stock.....	10,825,103
Common stock.....	11,822,878
	\$40,831,481
Deduct Western Union R. R. stock....	1,500,750

Cost of 1,018 miles (\$38,650 per mile) \$39,330,731

The increase since the statement of Dec. 31, 1869, has been—bonds, \$1,028,659; preferred stock, \$1,080,835; and common stock, \$4,157,774—total increase, \$6,267,268.

This increase has been made for the following purposes—

Bonds for purchase of railroad in Iowa (Nora Springs to Algona) 63 miles..	\$1,008,000
Preferred stock.....	2,088,835
R. R. 63 miles.....	\$504,000
R. R. (Austin to Iowa line) 11 miles.....	176,000
R. R. (Mason City to Main line) 29 miles.....	400,000
Pr. du Chien R. R. stock....	1,008,835

Common stock.....	\$4,157,774
R. R. 63 miles.....	\$504,000
R. R. 11 miles.....	176,000
R. R. 29 miles.....	400,000
W. Union R. R. stock.....	1,500,750
Pr. du Chien R. R. stock.....	833
Dividend on earnings of 1869.....	828,900
" " " 1870.....	747,291

Total increase Dec. 31, 1869, to March

1, 1871.....	\$6,246,609
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#### WESTERN UNION RAILROAD.

As before stated, the Milwaukee and St. Paul Company have acquired a controlling influence in the Western Union Company by the purchase of a majority of that company's stock. This railroad extends from Racine on Lake Michigan, to Savannah and Port Byron on the Mississippi, a distance of 180 miles, and is continued by a 10 mile branch of the Chicago, Rock Island and Pacific Railroad, leased by the Western Union Company, to Rock Island and Davenport. The company also built last year a branch from Eagle to Elkhorn, 15½ miles (opened in October), acquiring thereby a direct Milwaukee connection.

The equipment of the Western Union Railroad consists of—27 locomotives, 12 first-class passenger cars, 14 second-class passenger cars, 4 mail and express cars, 9 baggage cars, 434 box freight cars, and 67 flat freight cars. Total cars, 530.

The operations on the road for the years 1869 and 1870, compare as follows—

	1869.	1870.
Passengers carried.....	231,662	200,800
Freight (tons) moved....	180,787	203,328
Gross earnings.....	\$769,712 83	\$766,937 85
Operating expenses.....	727,868 68	617,982 51

Net revenue..... \$41,844 15 \$148,955 34

The following shows the gross earnings of the road for a series of six years:

1865.....	\$688,347	1868.....	\$758,685
1866.....	715,954	1869.....	769,713
1867.....	765,075	1870.....	766,937

The cost of the property represented by stocks and bonds is as follows:

Mortgage bonds.....	\$3,275,000
Capital stock.....	4,000,000

Cost of road (say \$37,000 per mile)... \$7,275,000

Three million dollars of the mortgage debt bears only 3 per cent. interest until July 1, 1873.

President.—ALEXANDER MITCHELL, Milwaukee.

Vice President.—RUSSELL SAGE, New York.

Directors.—Alexander Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurney, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, F. de Billier and Isaac Sherman.

General Manager.—S. S. MERRILL, Milwaukee.

Sec. and Treas.—R. D. JENNINGS, Milwaukee.

Asst. Sec. and Transfer Agent.—JAS. M. McKINLAY, New York.

Auditor.—J. P. WHALING, Milwaukee.

Purchasing Agent.—ROBERT WASON, Jr., Milwaukee.

The contract for building a bridge across the Potomac at Shepherdstown has been awarded to Mr. John Wood, of Shenandoah county, Va., by the Maryland and Virginia Bridge Company. The bridge is to be 600 feet long and is to cost \$10,500.

Work has been resumed at the Bessemer Steel Works, Troy, the proprietors having received a large cargo of coal.

## Commerce of New York.

The foreign imports at New York for the month of April, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consump't'n.	\$14,423,458	\$18,516,940
Do. for warehousing	13,137,232	12,023,501
Free goods	1,006,584	2,094,332
Specie and bullion	805,025	332,888

Total entered at port	\$29,372,299	\$32,967,661
Withdrawn fr. wareh'ise	12,822,634	10,029,482

The foreign imports at New York for the four months from January 1, were:

	1870.	1871.
Entered for consump't'n.	\$54,581,355	\$72,321,008
Do. for warehousing	44,421,267	49,400,058
Free goods	3,851,681	10,978,476
Specie and bullion	6,307,002	3,247,569

Total entered at port	\$109,161,305	\$135,947,111
Withdrawn fr. wareh'ise	41,464,468	44,416,476

The foreign imports from New York for ten months ending April 30, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$134,708,154	\$156,339,208
In January	24,725,375	28,792,062
In February	25,367,998	35,491,324
In March	29,695,633	38,696,064
In April	29,372,299	32,967,661

Total for ten mos.	\$243,869,459	\$292,286,319
Deduct specie	12,084,204	7,949,254

Total mdse	\$231,785,255	\$284,337,065
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The revenue from customs at New York for ten months ending April 30, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$61,552,308 75	\$67,729,184 75
In January	9,840,502 99	12,010,020 67
In February	11,750,424 06	12,258,147 69
In March	11,977,323 42	15,305,799 14
In April	12,799,598 49	12,635,090 06

Total ten months.	\$107,920,157 71	\$119,838,242 31
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The exports from New York to foreign ports in the month of April, were:

	1870.	1871.
Domestic produce	\$13,741,650	\$17,923,694
Foreign free goods	45,167	97,823
Do. dutiable	911,018	908,557
Specie and bullion	1,698,616	9,593,029

Total exports	\$16,396,441	\$28,523,103
Do. exclusive of specie	14,697,825	18,930,074

The exports from New York to foreign ports for four months from January 1, were:

	1870.	1871.
Domestic produce	\$51,720,709	\$75,765,888
Foreign free goods	205,532	292,138
Do. dutiable	3,547,991	2,588,998
Specie and bullion	8,097,865	23,334,186

Total exports	\$63,572,097	\$101,981,210
Do. exclusive of specie	55,474,232	78,647,024

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April 30, were:

	1870.	1871.
Six mos. ending Jan. 1.	\$109,954,573	\$107,654,919
In January	12,893,166	18,837,876
In February	11,940,146	18,739,742
In March	15,943,095	22,189,332
In April	14,697,825	18,930,074

Total produce	\$165,428,805	\$186,301,943
Add specie	24,754,420	64,685,061

Total exports	\$190,183,225	\$250,987,004
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The new Railroad Bridge over the Mississippi River at Winona, Minn., is completed, and the first train passed over it on the 26th ult.

## Railroads of Michigan.

(Abstract of the Annual Reports to the State Auditor General September 1, 1870.)

Railroads.	Stocks.	Capital Account.		Miles of Road.		Cost of Road & equipment.		Applied to Construction.	
		Bonds.	Debt.	Total.	Oper.	Total.	Oper.	Municipal aid.	Nett earn'gs.
Bay City and East Saginaw	\$87,551 00	\$175,000 00	\$15,018 56	\$277,569 56	13	\$277,569 56	13	.....	.....
Bay de Noquet and Marquette	1,451,000 00	145,000 00	44,926 25	1,640,926 25	20	1,408,432 78	20	.....	.....
Chicago, Detroit and Canada Grand Junction	1,074,736 33	1,095,000 00	.....	2,169,736 33	59	2,169,736 33	59	.....	.....
Chicago and Michigan Grand Trunk	25,100 00	.....	12,000 00	37,100 00	250	87,100 00	27 1/2	.....	20,571 33
Chicago and Michigan Lake Shore	182,200 00	600,000 00	78,309 75	760,509 75	120	697,181 08	120	16,100	644 85
Detroit, Hillsdale and Indiana	198,161 00	219,000 00	133,177 87	550,338 87	60	489,955 88	.....	.....	.....
Detroit, Howell and Lansing	188,992 04	25,000 00	.....	213,992 04	84	47,292 92	.....	.....	.....
Detroit and Milwaukee	2,547,850 00	6,880,047 75	373,484 83	9,800,882 58	189	11,080,513 24	189	.....	2,253,115 49
Detroit, Monroe and Toledo	414,100 00	924,000 00	.....	1,338,100 00	59 1/2	1,291,968 13	59 1/2	.....	.....
Flint and Pere Marquette	1,099,100 00	1,726,500 00	638,833 99	3,464,433 99	77	3,227,708 19	77	.....	151,442 46
Grand Rapids, Newago and Lake Shore	4,084 87	.....	.....	4,084 87	80	4,084 87	.....	.....	.....
Grand Rapids and Indiana	1,590,525 00	3,155,000 00	343,500 00	5,089,025 00	352	5,060,024 80	200	.....	.....
Hecia and Torch Lake	100,000 00	.....	73,060 93	173,060 93	4	173,060 93	4	.....	.....
Holly, Wayne and Monroe	130,025 03	.....	7,919 74	137,944 77	63 1/2	136,025 03	.....	.....	.....
Jackson, Lansing and Saginaw	520,428 04	1,895,000 00	197,313 68	2,613,741 72	116	2,772,032 67	116	.....	205,380 33
Kalamazoo, Allegan and Grand Rapids	610,000 00	840,000 00	.....	1,450,000 00	58	1,500,183 19	58	.....	67,947 49
Kalamazoo and South Haven	268,170 43	640,000 00	.....	908,170 00	40	955,729 80	32	76,000	21,558 87
Kalamazoo and White Pigeon	230,900 00	600,000 00	.....	830,900 00	37	830,900 00	.....	.....	.....
Lake Shore and Michigan Southern	34,938,000 00	20,947,000 00	1,500,000 00	57,385,000 00	942	50,536,772 69	942	26,000	.....
Marquette and Ontonagon	450,000 00	.....	.....	450,000 00	20	430,000 00	20	.....	.....
Michigan Air Line	120,000 00	1,950,000 00	10,000 00	2,080,000 00	268	2,70,567 12	16	.....	15,567 12
Michigan Lake Shore	41,084 96	880,000 00	.....	921,084 96	56 1/2	789,084 97	56 1/2	45,000	.....
Michigan Northern	14,500 00	.....	.....	14,500 00	4	14,500 00	.....	.....	.....
Paw Paw	15,000 00	11,000 00	.....	26,000 00	.....	26,000 00	.....	28,000	.....
Westphalia, Hubbardstown and Northern	160,000 00	.....	1,067 92	161,067 92	.....	.....	.....	.....	.....

† The Michigan Central Railroad Company have completed the road between Niles and Jackson 100 miles. The Michigan Central Railroad is not reported.

## LAND GRANTS TO MICHIGAN RAILROADS.

Statement showing the number of acres reserved and confirmed to and sold by the several companies.

Railroads.	Laws of Congress authorizing Grants.	Acres reserved.		Acres confirmed.		Acres sold.		Aver. price per acre.		Cash paid on lands.	
		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay de Noquet and Marquette	Acts of June 3, 1856 and March 3, 1865.	127,761 75	127,761 75	8,024 00	8,024 00	.....	.....	.....	.....	\$19,254 81	.....
Flint and Pere Marquette	Acts of June 3, 1856.	511,492 25	511,492 25	97,045 36	97,045 36	.....	.....	.....	.....	387,685 71*	.....
Grand Rapids and Indiana	Acts of June 3, 1856.	1,160,382 60	1,160,382 60	631,204 16	631,204 16	.....	.....	.....	.....	15,804 68	.....
Jackson, Lansing and Saginaw	Acts of June 3, 1856 and June 7, 1864.	567,869 24	567,869 24	189,921 52	189,921 52	.....	.....	.....	.....	29,106 64	.....
Marquette and Ontonagon	Acts of June 3, 1856 and Feb. 14, 1867.	774,400 00	774,400 00	127,809 00	127,809 00	.....	.....	.....	.....	59,263 44	.....

\* Also \$6,000 in bonds of company.



**Hudson Highland Suspension Bridge.**

The *Albany Evening Journal*, of May 22d, says it is announced that the "Hudson Highland Suspension Bridge Company," chartered by the Legislature of 1868-'69, has begun operations. The books for subscriptions to the capital stock, which is fixed at \$2,500,000 were formally opened on the 17th of May, and plans for action in preliminary matters have been adopted. The contracts for material and work are under advisement. The bridge will be commenced early in the summer, and will probably be finished before the 4th of July, 1875.

The location was determined upon by the following Board of Engineers: Horatio Allen, George B. McClellan, H. G. Wright, Q. A. Gilmore, E. W. Serrell, Egbert L. Viele, Charles B. Stewart, Julius W. Adams, William J. McAlpine, and O. H. Barnes. The place selected is from Anthony's Nose, on the east bank of the Hudson, four miles above Peekskill, and forty-three miles from New York, across to Fort Clinton, on the west bank, four miles below West Point. This is at the narrowest part of the Hudson River between New York and Albany. The bridge will be in one span of 1,600 feet from shore to shore. Comparatively little masonry will be required in the abutments, as the solid granite mountain bases on either side afford excellent natural supports.

The length of the bridge between the towers will be 1,666 feet; total length, including approaches, 2,449 feet; height above the water level, 155 feet; safe-working load for the railroad trains, 2,400 tons; safe load for highways, 2,880 tons; load that would break the bridge, 25,171 tons. Two granite towers of immense strength will be built on each abutment, and will rise 280 feet above the water level. Over these will be strung the upper main cables, the ends of which will be deeply anchored in the solid granite mountain side. There will be 20 main cables in four systems, each cable being about 14 inches in diameter and composed of a new steel combination wire in many strands. These cables will contain 371,195,750 feet, or about 70,302 miles. The total weight of iron and steel used will be 1,750 tons, with a suspended weight of 9,651 tons. The total amount of masonry will be 58,048 cubic yards.

This structure will be a combination of truss and cable, and will safely support a train of 60 cars, and 35,000 people. The amount of weight that could be crowded upon on it at once will be but one-sixth of its supporting capacity. There will be two decks, or floors, the upper for the railroad, the lower as a highway. The elevation above the water level is far higher than the tallest masts of passing vessels. The appearance of this great bridge will be exceedingly graceful and imposing.

An immediate connection is to be made with the Erie Railway, at or near Turner's. The distance is but 12 miles, and the route lies through a very productive iron region, with a favorable grade toward the river, at Fort Clinton. A short branch, three miles in length, will connect with the Hudson River Railroad at Peekskill. The direct air-line eastward, the New England Railway, will continue on to the Connecticut State line, passing near Lake Mahopac, and crossing the Harlem Railroad at Brewster's. Thus a continuous rail route between the Eastern States, the Pennsylvania coal-fields, and the grain-tracts of the great West will obviate all the existing disadvantages of ferrying and breaking bulk. It is estimated that 6,000,000 tons of coal will pass over this bridge annually, saving an enormous waste and vast expense. Coal can thus be brought by rail—as is the case in Philadelphia—direct from

the mines to the retail yards. This, of itself, is an important item to New York. The same benefit accrues in the case of iron, grain, general merchandise, and passengers.

It is difficult to estimate the durability of such a bridge. General Serrell, the Engineer-in-Chief, says that it will last for centuries. There is a suspension bridge in France that was built four hundred years ago, and one in Pekin, China, two thousand years old; both of which are now in serviceable condition. The Hudson-Highland Bridge will have the longest span in the world, and will cost about \$2,000,000.

**New York (Viaduct) Railway Company.**

At a meeting of the newly elected directors of this company on the 29th ult., a temporary organization was effected by the election of A. T. Stewart Chairman, and Richard B. Connolly Secretary. The certificates of election of the directors were read by Henry Hilton. The resignation of Wilson G. Hunt as a director was accepted.

Mayor Hall offered a resolution that the officers of the company be a President, Vice President, Secretary, and Treasurer. Henry Hilton was elected President; Hugh Smith, Vice President; Edward P. Barker, Secretary; William B. Duncan, Treasurer.

Mayor Hall said that in accordance with the charter of the company, the directors were to be elected by ballot, for terms ranging from one to five years in duration, and that, as the total number of directors was 25, they could be subdivided into five bodies of five members each. He therefore proposed that 25 tickets bearing the names of the directors be placed in one hat, and 25 tickets inscribed with numbers in another, and that Richard O'Gorman and Charles L. Tiffany should be appointed to draw tickets alternately from each hat, thus deciding the number of years each director was to remain in office. The motion was adopted with the following result:

Directors for five years—Henry Smith, Henry Hilton, Franklin A. Osgood, John T. Johnson, and William B. Duncan. For four years—Levi P. Morton, Hugh Smith, Wilson G. Hunt, William M. Tweed, and John Q. Jones. For three years—John Jacob Astor, A. T. Stewart, William T. Blodgett, August Belmont, and J. F. D. Lanier. For two years—J. J. Bradley, John F. Navarro, Edward B. Wesley, Richard B. Connolly and Charles L. Tiffany. For one year—Peter B. Sweeney, A. Oakley Hall, Richard O'Gorman, William R. Travers and Charles A. Lamont.

Manton Marble was elected a director in the place of Wilson G. Hunt, resigned.

On motion of Mayor Hall, it was resolved that the books of subscription be opened at the office of the company under the direction of Messrs. Stewart, Astor and Morton, as commissioners for the company, and that all subscribers or holders of stock subscribed for within ninety days after the opening of the books shall be entitled (pursuant to section 13 of the act of incorporation) to interest at the rate of seven per cent. on the amount or amounts paid to the Treasurer in pursuance of their subscription, from the date of the payment or payments respectively to the time when one branch of the railway shall be completed and in operation from Chambers street to Eighty-sixth street, and that scrip therefor be issued in conformity with said act.

Messrs. John J. Serrell and Leopold Eidlitz were chosen engineers of the road.

The President appointed the following committees:

*By laws*—Messrs. O'Gorman, Wesley, Hugh Smith, Travers and Lamont.

*Accounts*—Messrs. Johnston, Jones, Navarro, Tiffany and Bradley.

*Executive Committee*—Messrs. Stewart, Hall, Astor, Tweed and Sweeney.

*Finance*—Messrs. Belmont, Morton, Blodgett, Connolly and Lanier.

It was voted to lease the premises No. 261 Broadway, for a term of three years, at an annual rent of \$13,000, for the use of the Board.

The Board then adjourned.

**Poughkeepsie and Eastern Railroad.**

Twenty-one miles of the main line of this road, extending from Poughkeepsie to Stissing, was opened to freight and passenger traffic in December last, and the remaining distance of 24 miles—reaching to the Connecticut State Line, where it forms a connection with the Connecticut Western Railway—is now in process of graduation. Twenty-five hundred tons of rails have already been purchased, and it is the purpose of the directors to open the line to travel by January 1, 1872. The road thus far has cost, including grading, right of way, fencing, freight and passenger depots, three first-class engines, five passenger coaches and thirty freight cars, but \$30,400 per mile. It is carrying on an average 7,500 passengers per month, and doing a large freight business—the receipts aggregating \$270 per day. The road is mortgaged for \$17,000 per mile, the bonds bearing seven per cent. gold interest, having forty years to run. The bonds are selling as rapidly as the wants of the company required at 90, which price is to be advanced to 95 on the 1st of July, provided there remain any unsold—when the Bridge over the Hudson River at Poughkeepsie is constructed, this road will become a link in the shortest line east and west from Boston to the coal fields, and the great west.

A letter to the *Boston Journal* dated Portland, Me., May 26th, 1871, says: "The Boston and Maine Railroad extension survey is progressing satisfactorily, having reached Scarborough, within a few miles of this city. The engineers are making several different surveys from South Berwick Junction and Salmon Falls. The result, we are informed, is highly advantageous, as to construction, operation and nearness to business centres and the seaside resorts. The extension will be put under construction as soon as possible after the route is agreed upon."

Richard Rudolph and Charles Danbridge, engineers sent by the Baltimore and Ohio Railroad to examine the route of the proposed South Branch (W. Va.) narrow gauge railroad, report, according to the *South Branch Intelligencer*, that they find a practicable route, on which the road can be constructed at moderate cost, about fifteen miles in length.

Track laying has been commenced on the Baltimore and Potomac Railroad, starting from the Annapolis road crossing, and going both ways, one set of hands working towards Washington and the other toward Baltimore.

The line of the Shenandoah Valley Railroad from Shepherdstown to Charlestown has been located.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$3,355,000	J. & J.	Jul. '69	Hartford and New Haven...100	4,796,925	J. A. J. & O.	Apr. '71	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '70
American Central...100	800,000	J. & J.	July '70	Hannibal and St. Joseph...100	4,151,700	Aug. '70	Aug. '70	Providence & Worcester...100	2,000,000	J. & J.	Dec. '70
Atlanta and West Point...100	1,232,200	J. & J.	July '70	Do. do. pref. 100	5,078,224	Aug. '70	Aug. '70	Raleigh and Gaston...100	2,000,000	J. & J.	Dec. '70
Atlantic & N. Carolina...100	5,545,225	J. & J.	July '70	Hanover Branch, Pa. 50	116,850	M. & N.	May '71	Rensselaer and Saratoga...100	6,000,000	A. & O.	Oct. '70
Atlantic & Gt. Western 50	25,379,925	J. & J.	July '70	Housatonic 100	820,000	J. & J.	Feb. '71	Richmond and Danville...100	4,000,000	A. & O.	Oct. '70
Do. pref. 50	1,919,000	J. & J.	July '70	Huntingdon & B'd Top 50	615,950	J. & J.	Feb. '71	Richmond and Petersburg...100	847,100	J. & J.	Nov. '70
Atlantic & St. Lawrence...100	2,494,900	M. & N.	Mar. '71	Do. pref. 50	212,350	J. & J.	Jan. '71	Rich. Fred. and Potomac...100	1,041,800	J. & J.	Nov. '70
Augusta and Savannah...100	733,700	J. & J.	Jan. '71	Illinois Central 100	25,280,240	J. & J.	Jan. '71	Rockport 100	88,400	J. & J.	Nov. '70
Baltimore and Ohio...100	13,151,962	A. & O.	Apr. '71	Indianapolis, Cin. & Lafay. 50	5,185,887	M. & N.	Sep. '71	Rome, Waterl. and Og'n. 100	2,998,900	J. & J.	Dec. '70
Do. Washington Br. 100	2,580,000	A. & O.	Apr. '71	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Sep. '71	Rutland preferred 100	1,831,400	F. & A.	Feb. '71
Baltimore City Passenger 100	670,000	F. & A.	Dec. '70	Joliet and Chicago 100	1,600,000	J. A. J. & O.	Apr. '71	St. L., Alt. and T. Haute 100	2,000,000	F. & A.	Feb. '71
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '71	Joliet & North Indiana 100	800,000	J. & J.	Jan. '71	St. L., Jack'nv. and Ohio's 100	2,478,750	Annual	June '70
Belvidere Delaware 100	995,800	J. A. J. & O.	Apr. '71	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Feb. '71	Sandusky and Cincinnati 100	2,098,000	M. & N.	May '71
Berkshire 100	600,000	J. & D.	Dec. '70	Lackawanna & Bloomsb. 50	1,388,000	J. & J.	Jan. '71	Sand. Mansf. and Newark 100	445,598	M. & N.	May '71
Blossburg & Corning 50	250,000	A. & O.	Apr. '71	Leeds and Farmington 50	1,388,000	J. & J.	Jan. '71	Savannah and Charleston 100	1,000,000	J. & J.	Jan. '71
Boston and Albany 100	19,150,800	M. & N.	Apr. '71	Lehigh and Mahanoy 50	2,158,605	J. & J.	Jan. '71	Schnylkill and Susqueh. 50	1,295,150	J. & J.	Jan. '71
Boston and Chelsea 100	110,000	A. & O.	Apr. '71	Lehigh and Susquehanna 50	8,739,800	M. & N.	May '71	Second and Third St. (Ph.) 50	205,757	J. & J.	Jan. '71
Boston, Concord & Mont. 100	459,800	M. & N.	May '71	Lehigh Valley 50	17,145,450	J. A. J. & O.	Jan. '71	Schuykill Valley 50	578,050	M. & N.	Jan. '71
Do. do. pref. 100	1,340,400	M. & N.	May '71	Lehigh Luzerne 50	3,474,500	J. & J.	Jan. '71	Seaboard and Roanoke 100	865,200	M. & N.	Nov. '70
Boston and Lowell 500	2,215,000	J. & J.	Dec. '70	Little Miami 50	50,000	M. J. S. D.	Mar. '71	Second Avenue (N. Y.) 100	130,000	J. & J.	July '70
Boston and Maine 100	4,471,275	J. & J.	Dec. '70	Lomb. and South St. (Ph.) 25	90,000	J. & J.	Jan. '71	Shamokin V. and Potomac 50	869,450	F. & A.	Dec. '70
Boston and Providence 100	3,700,000	J. & J.	Dec. '70	Long Island 50	3,000,000	F. M. A. N.	Aug. '69	Shore Line 100	750,000	J. & J.	Dec. '70
Broadway (South Boston) 50	400,000	J. A. J. O.	Apr. '71	Louis, Cin. and Lex. 50	1,623,482	J. & J.	Jul. '70	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '70
Broadway & 7th Av. (N. Y.) 50	2,100,000	J. & D.	June '70	Louisville and Nashville 100	8,680,912	F. & A.	Dec. '70	South Carolina 100	5,819,275	J. & J.	Jan. '71
Brooklyn City 100	1,000,000	F. M. A. N.	May '71	Louis, N. Alb. & Chicago 100	2,800,000	A. & O.	Apr. '71	South Shore 100	259,685	J. & J.	Jan. '71
Brooklyn City & New'n. 100	899,800	M. & N.	May '71	Lowell and Lawrence 100	200,000	J. & J.	Jan. '71	South Western, Georgia 100	3,939,900	F. & A.	Feb. '71
Brooklyn, Bradford & Pitts. 100	1,100,000	M. & N.	May '71	Lowell Horse 100	55,830	A. & O.	Jan. '71	Staten Island 100	600,000	J. & J.	Jan. '71
Buff. New York & Erie 100	950,000	M. & N.	May '71	Macon and Western 100	2,500,000	J. & J.	Jan. '71	Stony Brook 100	297,800	M. & N.	May '70
Buff. and Erie 100	5,000,000	F. & A.	Aug. '70	Mahanoy & B'd Mount'n 50	1,676,915	J. & J.	Jan. '71	Stenberville and Indiana 100	1,988,141	F. & A.	Feb. '71
Burlington and Mo. Riv. 100	1,237,000	March	Mar. '71	Maine Central 100	3,400,500	M. & N.	May '71	Stockbridge & Pittsfield 100	448,700	F. & A.	Feb. '71
Camden and Amboy 100	584,800	F. & A.	Feb. '71	Manchester & Lawrence 100	1,000,000	M. & N.	May '71	Summit Branch 50	250,000	F. & A.	Feb. '71
Camden and Atlantic 50	377,100	J. & J.	July '69	Marquette & Cincinnati 100	2,029,778	M. & S.	Sep. '68	Syr. Bingham. and N. Y. 100	1,314,130	J. & D.	Dec. '70
Camden & Burlington Co. 100	381,000	J. & J.	July '69	Massachusetts 100	8,130,719	M. & S.	Sep. '68	Taunton Branch 100	400,000	J. & D.	Dec. '70
Cape Cod 50	915,577	J. & J.	July '69	Memphis and Charleston 100	4,490,368	M. & S.	Sep. '68	Tennessee and Alabama 100	696,922	J. & J.	Dec. '70
Cape May and Millville 50	40,400	J. & D.	Dec. '70	Memphis and Ohio 100	6,312,725	J. & J.	Dec. '70	Terre Haute and Indiana 100	1,988,150	J. & J.	Dec. '70
Cape May 50	1,159,500	M. & N.	May '71	Metropolitan (Boston) 100	1,250,000	J. & J.	Dec. '70	Third Avenue (N. Y.) 100	1,750,000	J. & J.	May '70
Catawissa, pref. 50	2,200,000	M. & N.	May '71	Michigan Central 100	13,225,848	J. & J.	Dec. '70	Thirteenth and Fif. (Ph.) 50	1,700,000	J. & J.	Dec. '70
Cayuga & Susquehanna 50	689,110	J. & J.	Jan. '71	Middleboro' and Taunton 100	149,029	J. & D.	Dec. '70	Tol. Peoria and Warsaw 100	2,700,000	J. & J.	Dec. '70
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	May '71	Middlesex (Boston) 100	400,000	J. & D.	Apr. '71	Tol. " (E. D.) pref. 100	1,700,000	January	1870, 114
Central of Georgia 100	4,666,300	J. & J.	July '70	Mill Creek and Minehill 50	323,375	J. & J.	Jan. '71	Tol. " (W. D.) pref. 100	1,300,000	January	1870, 114
Central of New Jersey 100	15,000,000	J. & J.	Dec. '70	Millville and Glassboro' 100	405,020	J. & J.	Feb. '71	Tol. Wabash and West. 100	14,700,000	M. & N.	May '70
Central Ohio 100	2,425,000	J. & D.	Dec. '70	Millw. & St. Paul 100	11,422,664	J. & J.	Feb. '70	Troy and Boston 100	607,111	M. & N.	May '70
Do. pref. 100	400,000	J. & D.	Dec. '70	Milw. & St. Paul 100	11,422,664	J. & J.	Feb. '70	Troy and Greenbush 100	274,400	J. & D.	Dec. '70
Gen. Park, N. & E. River 100	970,000	J. A. J. & O.	Jan. '70	M. Hill & Schuykill Haven 50	10,424,903	J. & J.	Dec. '70	Union Transport'n (Boa.) 100	200,000	M. & N.	Nov. '70
Chemung 100	380,000	M. & S.	Mar. '71	Mobile and Ohio 100	4,269,820	J. & J.	Dec. '70	Union (Phila.) 50	291,475	J. & J.	Jan. '71
Cheshire, preferred 100	2,085,925	M. & S.	Mar. '71	Montgomery & W. Point 100	1,644,104	J. & D.	Dec. '70	Utica and Black River 100	1,666,000	J. & J.	July '70
Chicago and Alton 100	8,925,500	M. & S.	Mar. '71	Morris and Essex 50	11,900,950	J. & D.	Dec. '70	Vermont and Canada 100	2,500,000	J. & D.	Dec. '70
Chicago, Burl. & Quincy 50	16,590,210	M. & S.	Mar. '71	Mt. Carbon & Pt. Carbon 50	282,350	M. & N.	May '71	Vermont Central 100	5,000,000	J. & J.	July '70
Chicago, Iowa & Nebras. 100	1,200,000	J. & J.	Dec. '70	Nashua and Lowell 100	720,000	M. & N.	May '71	Vermont and Massachusetts 100	2,860,000	J. & J.	July '70
Chicago and Milwaukee 100	2,227,000	J. & J.	Dec. '70	Nashville & Chattanooga 100	2,056,544	F. & A.	Dec. '70	Vicksburg and Meridian 100	357,408	J. & J.	July '70
Chicago & N. Western 100	14,678,629	J. & D.	June '71	Naugatuck 100	1,818,000	F. & A.	Dec. '70	Virginia Central 100	3,353,679	J. & J.	Dec. '70
Do. pref. 100	20,370,293	J. & D.	June '71	New Bedford & Taunton 100	600,000	A. & O.	Apr. '71	Virginia and Tennessee 100	3,506,300	J. & J.	Dec. '70
Chicago, R. I. & Pacific 100	17,000,000	A. & O.	Apr. '71	New Haven & Northampton 100	1,800,000	J. & J.	Jan. '71	Western Union 100	2,707,663	J. & J.	Dec. '70
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '71	New Jersey 100	7,297,200	J. & J.	Feb. '71	West Jersey 100	1,209,000	F. & A.	Dec. '70
Cincinnati City Passenger 100	1,000,000	J. & J.	Jan. '71	New London Northern 100	1,003,500	F. & A.	Dec. '70	West Philadelphia 50	249,100	J. & J.	Dec. '70
Do. Street 100	1,000,000	J. & J.	Jan. '71	N. Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr. '71	Wilm. and Weldon 100	1,468,775	J. & J.	Dec. '70
Cin. Sand. & Cleve. pref. 50	428,646	M. & N.	May '71	Do. Certificates 100	44,228,330	A. & O.	Apr. '71	Winchester and Potomac 100	1,468,775	J. & J.	Jan. '71
Citizens' Passenger (Phila.) 50	192,750	J. & J.	July '70	New York and Harlem 50	8,500,000	J. & J.	Dec. '70	Warren 100	1,547,650	J. & J.	Dec. '70
Clev. Col. Cin. & Ind. 100	11,620,000	F. & A.	Feb. '71	Do. pref. 50	1,600,000	J. & J.	Dec. '70	Worcester and Nashua 75	1,400,555	J. & J.	Dec. '70
Cleveland & Mahoning 50	2,056,750	M. & N.	May '71	New York & New Haven 100	9,000,000	J. & J.	Jan. '71	CANALS.			
Cleveland and Pittsburg 50	7,494,588	F. M. A. N.	May '71	N. Y., Provid. & Boston 100	2,000,000	J. & J.	Dec. '70	Chesapeake and Delaware 50	1,983,583	J. & D.	Dec. '70
Cleveland and Toledo 50	5,000,000	F. & A.	Feb. '71	Niag. Bridge & Canandaigua 100	1,000,000	J. & J.	Jan. '71	Chesapeake and Ohio 50	8,228,695	J. & J.	Dec. '70
Columbus and Xenia 50	1,788,800	M. J. S. D.	Dec. '70	Norfolk & Petersburg 100	137,500	J. & J.	Jan. '71	Delaware Division 50	1,833,350	F. & A.	Feb. '71
Concord 100	1,600,000	M. & N.	May '71	North Carolina 100	4,000,000	A. & J.	July '70	Delaware and Hudson 100	15,000,000	F. & A.	Feb. '71
Concord & Ports. guar. 100	350,000	J. & J.	Jan. '71	Northern Central 100	5,000,000	M. & N.	May '71	Delaware and Raritan 100	5,847,677	F. & A.	Feb. '71
Coney Island & Brooklyn 100	600,000	F. & A.	Dec. '70	North Eastern (S. C.) pref. 100	155,000	J. & D.	May '71	Erie of Pennsylvania 100	64,000	J. & J.	July '70
Conn. & Passum. R. pref. 100	2,084,200	F. & A.	Dec. '70	Northern of N. Hampsh. 100	3,068,400	J. & D.	Jan. '71	Lehigh Coal and Navigat. 50	8,789,800	M. & N.	July '70
Connecticut River 100	1,700,000	J. & J.	Dec. '70	North Pennsylvania 100	3,150,150	J. & J.	Feb. '71	Monongahela Navigation 50	728,100	J. & J.	July '70
Cumberland Valley 50	1,316,900	A. & O.	Dec. '70	Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '71
Danbury and New York 50	400,000	quarterly	quarterly	Ogden & L. Champ'n. 100	3,051,900	J. & J.	Jan. '71	" (preferred) 100	1,175,000	F. & A.	Feb. '71
Dayton and Michigan 100	2,400,000	J. & J.	Jan. '71	Do. pref. 100	2,000,000	A. & O.	Apr. '71	Pennsylvania 100	4,300,000	F. & A.	Feb. '71
Delaware 100	1,107,291	J. & J.	Jan. '71	Ohio and Mississippi 100	19,995,847	J. & D.	Jun. '71	Schuyll Navigation (cons.) 50	1,908,207	F. & A.	Feb. '71
Del. Lackaw. & Western 50	16,277,500	J. & J.	Dec. '70	Do. pref. 100	4,024,474	J. & D.	Apr. '71	Susq. and Tide Water 50	2,888,977	F. & A.	Feb. '71
Des Moines Valley 100	1,820,200	F. M. A. N.	May '71	Oil Creek & Allegheny R. 50	4,289,450	J. A. J. & O.	Apr. '71	Union 50	2,907,860	J. & J.	Jan. '71
Detroit & Milwaukee 100	452,350	J. & J.	Dec. '70	Old Colony & Newport 100	4,959,020	J. & J.	Dec. '70	" preferred 50	2,907,860	J. & J.	Jan. '71
Do. pref. 100	2,096,000	J. & J.	Dec. '70	Orange and Newark 100	289,550	F. & A.	Feb. '71	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '71
D. Dock, E. B'dw. & Bat. 100	1,300,000	F. M. A. N.	May '71	Oswego and Syracuse 50	482,400	F. & A.	Feb. '71	Wyoming Valley 50	800,000	Irregular	Oct. '67
Dubuque and Sioux City 100	5,000,000	J. & J.	Dec. '70	Pacific of Missouri 100	3,711,196	J. & J.	Jan. '71	MISCELLANEOUS.			
Do. do. pref. 100	392,550	J. & J.	July '70	Panama 100	7,000,000	J. A. J. & O.	Jan. '71	Pacific Mail Steamship 100	20,000,000	M. J. S. D.	Sept. '69
East Mahanoy 50	4,062,600	J. & J.	Dec. '70	Paterson and Ramapo 100	248,000	J. & J.	Dec. '70	West'n Union Telegraph 100	41,063,680	J. & J.	Jan. '70
Eastern (Mass.) 100	492,500	J. & J.	Dec. '70	Paterson and Hudson River 100	630,000	M. & N.	May '71	American Coal 25	1,500,000	M. & S.	Mar. '70
Eastern (N. H.) 100	1,309,200	J. & J.	Jan. '71	Pennsylvania 100	38,8						



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	162,728	178,786	206,090	224,257	251,832	282,770	296,422	307,803	262,015	2,770,484
1869.....	212,604	218,982	391,308	485,048	668,270	556,080	532,657	511,854	609,788	579,642	535,396	467,659	6,670,882
1870.....	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	481,085	680,340	756,250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706
1864.....	154,418	195,803	162,728	178,786	206,090	224,257	251,832	282,770	296,422	307,803	262,015	270,484	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	355,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866.....	222,241	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1867.....	243,787	157,832	235,961	282,165	335,510	342,558	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,554	351,045	498,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	316,037	342,937	348,039	408,686	408,686	408,686	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	343,550	340,301	384,372	393,654	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1864.....	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	547,842	7,976,490
1865.....	523,566	399,917	523,845	537,519	558,948	808,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,299,430	11,632,739
1866.....	696,147	574,664	766,398	774,290	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.....	724,800	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,097	1,107,084	1,001,987	13,384,471
1868.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1869.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	1,306,388	1,037,964	.....	.....
1870.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	193,969	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,278,719
1871.....	272,826	266,790	313,199	283,390	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,403	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864.....	327,900	416,588	469,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,055	505,266	605,465	444,443	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,046	814,413	696,677	8,823,482
1870.....	623,383	661,789	661,826	555,087	684,539	712,647	627,216	809,052	901,235	903,225	811,708	697,751	8,078,958
1871.....	639,541	665,416	606,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,502	1,201,239
1867.....	94,136	92,768	92,910	92,768	96,555	106,594	114,716	121,217	121,217	142,823	123,387	123,387	1,278,713
1868.....	92,433	91,599	95,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,096
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,522
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,908	153,581	144,023	141,376	1,418,869
1871.....	130,853	126,224	140,740	118,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,668	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	288,496	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866.....	282,439	265,796	337,158	365,196	335,083	324,986	359,646	429,161	493,640	412,934	330,373	330,373	4,371,073
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,609,261
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,560	363,669	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	337,992	384,431	412,030	403,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,085	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,303	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	380,400	420,951	460,288	630,844	678,923	596,531	525,547	724,732	1,040,102	801,195	569,663	7,250,096
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,813	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,800
1870.....	213,101	196,207	239,161	269,490	259,000	268,493	196,724	229,099	264,690	235,240	266,836	255,726	2,533,399
1871.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865.....	259,223	299,139	313,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,683
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	291,543	2,915,543
1870.....	196,787	188,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,982	258,554	384,599	243,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247									

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	INTEREST. WHEN PAY- ABLE.	Market Price.		* Indicates that no interest is paid.	Amounts outstand- ing.	Rate.	Payable.	INTEREST. WHEN PAY- ABLE.	Market Price.
<b>National Securities May 1, 1871.</b>												
Loan of June 14, 1858.....registered	\$6,035,000	5	Jan. & July.	1874	105½	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890		
.. .. .. coupon	13,965,000	5	"	"	106½	.. .. Defense Loan Bonds.....	3,651,398	6	"	"	1883	105½
Loan of February 8, 1861.....registered	13,551,000	6	Jan. & July.	1880	117½	.. .. Southern Relief Bonds.....	100,000	6	"	"	1873	
.. .. .. coupon	4,564,000	6	"	"	1880	<b>Massachusetts—State Scrip</b>	324,000	5	Jan. & July	71-75		
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	110	.. .. ..	275,000	5	April & Oct.	73-74		
Loan of July 1, and Aug. 3, 1861.....registered	123,513,050	6	Jan. & July	1881	117½	.. .. ..	320,000	5	May & Nov.	72-76		97½
.. .. .. coupon	55,085,050	6	"	"	1881	.. .. ..	133,000	6	June & Dec.	72-77		
Loan of Feb. 25, 1862 (5-20s).....registered	107,564,600	6	May & Nov.	1882	111½	.. .. Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	71-76		
.. .. .. coupon	383,401,050	6	"	"	1882	.. .. .. of 1863.....	600,000	5	"	"	77-78	
Loan of March 3, 1863.....registered	53,075,450	6	Jan. & July.	1881	117½	.. .. Coast Defense Loan.....	888,000	5	"	"	1883	
.. .. .. coupon	21,924,550	6	"	"	1881	.. .. Bounty Loan of 1863.....	200,000	5	"	"	1883	
Loan of March 3, 1864 (5-20s).....registered	3,089,600	6	May & Nov.	1884	111	.. .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98	
Loan of June 30, 1864 (5-20s).....registered	63,692,000	6	May & Nov.	1884	111½	.. .. .. (etc.).....	4,000,744	5	"	"	1894	
.. .. .. coupon	45,700,000	6	"	"	1884	.. .. War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	100	
Loan of March 3, 1865 (5-20s).....registered	64,605,800	6	May & Nov.	1885	111½	.. .. Western R. R. Loan, (etc.).....	761,816	5	April & Oct.	1871		
.. .. .. coupon	126,313,550	6	"	"	1885	.. .. T. & G. R. R. & Hoosac T. stg.	3,506,580	5	"	"	88-90	97½
.. .. 2d series (5-20s).....registered	72,476,900	6	Jan. & July.	1885	111½	.. .. ..	966,500	5	"	"	91-98	
.. .. .. coupon	182,986,600	6	"	"	1885	.. .. Southern Vermont R. R.....	200,000	5	"	"	1890	
.. .. 3d series (5-20s).....registered	91,299,100	6	Jan. & July.	1887	114	.. .. Eastern R. R.....	50,000	5	Jan. & July.	1871		
.. .. .. coupon	244,099,500	6	"	"	1887	.. .. Norwich & Worcester.....	400,000	6	"	"	1877	
.. .. 4th series (5-20s).....registered	11,114,500	6	Jan. & July.	1888	113½	.. .. Bos. Hartf. & Erie (stg.).....	3,599,024	5	"	"	1906	
.. .. .. coupon	28,559,950	6	"	"	1888	<b>Michigan—Renewal Loan Bonds.....</b>	160,000	6	"	"	1878	
Loan of March 3, 1864, (10-40s).....registered	137,192,600	5	Mar. & Sept.	1904	109½	.. .. Two Million Loan Bonds.....	1,621,000	6	"	"	73-83	100
.. .. .. coupon	57,374,700	5	"	"	1904	.. .. War and Bounty Loan Bonds.....	478,500	7	May & Nov.	1890		
Consols of July 14, '70 & Jan. 20, '71.....registered	.....	5	F. M. A. & N.	1881	.....	.. .. Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879		
.. .. .. coupon	.....	4½	"	"	1881	<b>Minnesota—State Building Loan Bonds.....</b>	250,000	7	Jan. & July.	77-79		
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	.....	.. .. Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872		
.. .. .. coupon	.....	4½	"	"	1886	.. .. Railroad Loans Bonds.....	2,275,000	7	"	"	1883	
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	.....	<b>Mississippi—State Bonds (for banks).....</b>	2,000,000	6	"	"	41-71	
.. .. .. coupon	.....	3	"	"	1901	<b>Misouri—State Bonds proper.....</b>	438,000	6	Jan. & July.	1888		
Dem. Cer. of Mar. 2, '67, and July 25, '68.....(cur.)	30,345,000	3	Dem.	.....	.....	.. .. Interest Bonds of 1868.....	7,227,000	6	"	"	74-90	95½
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	.....	.....	.. .. Railroad Loans.....	13,112,000	6	"	"	1870	99
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1875	.....	.. .. South Pacific, guar.....	1,589,000	7	"	"	1870	79
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	95-99	115½	.. .. Hannibal and St. Joseph.....	3,000,000	6	"	"	78-87	94½
U. S. Notes and Fractional Currency.....	396,367,797	nil.	.....	.....	.....	<b>Nebraska—(No Debt).....</b>	.....	.....	.....	.....	.....	.....
<b>State Securities, latest dates.</b>						<b>Nevada—State Loan Bonds.....</b>	500,000	15	Jan. & July.	1872		
<b>Alabama—State Bonds (original).....</b>	168,000	5	May & Nov.	1872	72½	<b>New Hampshire—War Loan of July 1, 1861.....</b>	899,200	6	"	"	71-78	100
.. .. .. (extended).....	2,414,800	5	"	1873-86	.....	.. .. .. of Sept. 1, 1864.....	600,600	6	Mar. & Sept.	84-89	100	
.. .. .. (sterling).....	688,000	6	June 1.	1870	.....	.. .. .. of Oct. 1, 1865.....	1,000,000	6	April & Oct.	71-74	100	
.. .. .. ( " extended).....	82,500	6	Jan. & July.	1886	.....	<b>New Jersey—War Loan of 1861 (free).....</b>	1,299,900	6	Jan. & July.	71-84		
.. .. .. ( " " ).....	712,800	5	"	"	1886	.. .. .. of 1863 (free).....	1,002,900	6	"	"	86-96	107½
.. .. .. (new).....	1,316,700	8	"	"	186-88	<b>New York—Bounty Fund Stocks.....</b>	593,400	6	"	"	97-102	
<b>Arkansas—State Bonds (refunded).....</b>	4,430,000	6	Jan. & July.	1899	58	.. .. Bonds.....	1,478,000	7	"	"	1877	109½
.. .. (Ald R. R.'s).....	.....	7	April & Oct.	1900	.....	.. .. General Fund Stocks.....	21,089,000	6	J. A. J. & O.	pleas.		
<b>California—Civil Bonds of 1857.....</b>	2,138,000	7	Jan. & July.	1877	111	.. .. ..	1,910,652	6	"	"	1875	
.. .. 1860.....	138,500	7	"	"	1880	.. .. ..	800,000	6	"	"	1875	
.. .. Relief Fund Bonds of 1863.....	424,500	7	"	"	1883	.. .. ..	348,000	5	"	"	pleas.	
.. .. Bounty Fund Bonds of 1864.....	805,000	7	"	"	1884	.. .. ..	900,000	5	"	"	1875	102½
.. .. Central Pacific R. R. Loan of 1865	1,500,000	7	"	"	1885	.. .. Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872		
<b>Connecticut—War Bonds, of 1861, (10-20s).....</b>	.....	6	Jan. & July.	181-82	.....	.. .. ..	5,150,100	6	"	"	1873	
.. .. .. of 1863, (20s).....	.....	6	"	"	1883	.. .. ..	2,099,000	6	"	"	1874	107
.. .. .. of 1864, (10-20s).....	5,927,000	6	April & Oct.	1884	106½	.. .. ..	473,000	6	"	"	1875	
.. .. .. of 1865, (20s) free.....	.....	6	"	"	1885	.. .. ..	880,000	5	"	"	1877	
.. .. .. (various) registered	867,500	6	Various.	Var.	.....	.. .. ..	1,108,420	5	"	"	1874	
<b>Florida—State Bonds 1868.....</b>	300,000	6	Jan. & July.	1898	.....	<b>North Carolina—State Bonds for R. R. (old).....</b>	4,738,800	6	Jan. & July.	71-91	47½	
.. .. 1869.....	200,000	6	"	"	1889	.. .. (old).....	7,319,910	6	April & Oct.	71-91		
.. .. Railroad Loans \$16,000 per mile.....	.....	6	Various.	71-74	90	.. .. State Bonds for R. R. (new).....	2,626,000	6	Jan. & July.	92-98	26½	
<b>Georgia—W. &amp; Atl. R. R. 1841 to 1844.....</b>	1,023,000	6	Various.	72-74	93	.. .. (new).....	1,739,000	6	April & Oct.	92-98		
.. .. " " " 1842 to 1848.....	273,000	7	Various.	72-74	93	.. .. Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	30	
.. .. Atl. and Gulf R. R. 1858 to 1869.....	800,000	6	Feb. & Aug.	78-86	87	.. .. Special Tax Bonds.....	1,821,400	6	April & Oct.	1899	19½	
.. .. Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93½	<b>Ohio—State Loan (New York).....</b>	11,407,000	6	Jan. & July.	1899		
<b>Illinois—Interest Bonds of 1847.....</b>	980,696	6	"	"	1877	.. .. ( " ).....	1,284,317	6	Jan. & July.	1870		
.. .. "												



# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

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Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	98
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88½
Albany City Loan.....	1,000,000	6	May & Nov.	"	1885	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	94	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1910	90½
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	69,000						2d Mortgage Government's subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.....	3,500,000						Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98½
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	254,000	7	May & Nov.	New York.	1876	....
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	102½
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	Central Ohio:						
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	102½
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	....
2d Mortgage (New York).....	3,000,000	7	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	"	"	1883	103
2d Mortgage (Pennsylvania).....		7*	"	London.	1882	....	National Loan.....	25,881,000	6	"	"	1895	....
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	Charlotte and South Carolina:						
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1870	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	1st Mortgage.....						
Atlantic and Gulf:							Chesapeake and Ohio (Va. Cent.):						
1st Mortgage Consolidated.....	2,000,000		— & —	New York.	1898	....	1st Mortgage for \$15,000,000.....		6*	May & Nov.	New York.	1900	90
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	94
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Chester Valley:						
2d Mortgage, sterling.....	885,500	6*	May & Nov.	London.	1866	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Sterling Loan.....	484,000	6*	"	"	1878	....	Chicago and Alton:						
Baltimore and Ohio:							1st Mortgage, pref. sinking fund.....	308,000	7	May & Nov.	New York.	1877	100½
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	103½
Loan of 1850.....	579,500	6	"	"	1880	96	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883	93
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95½	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	113
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	651,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
Bellefonte and Snow Shoe:							Construction.....	400,000	7	April & Oct.	New York.	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Income.....	300,000	7	"	"	1895	41
Belvidere Delaware:							Chicago, Danville and Vincennes:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	....	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	86	Chicago, Iowa and Nebraska:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	86	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	96
Blue Ridge, S. Car.:							Chicago and Milwaukee, (45 m's).....						
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	95
Boston and Albany:							Chicago and Northwestern:						
Sterling Loan.....	2,051,820	6*	April & Oct.	London.	'69-'71	....	Pref. sinking fund b'ds (103 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Funded Coupons.....	755,000	7	May & Nov.	"	1883	91
Boston, Clinton and Fitchburg:							General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	99½
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87½
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94½	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22½ m.).....	100,000	6	Jan. & July.	Boston.	1870	99½	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22½ m.).....	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds.....	138,000	6	"	"	1878	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89½	Consolidated sinking fund bonds.....	2,077,000	7	F. M. A. & N.	"	1915	90
Boston, Hartford and Erie:							Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	55	1st Mort. (Gal. & Chic. U. R. R.).....	1,807,000	7	Feb. & Aug.	"	1882	100
1st Mortgage (new for \$20,000,000).....		7	Jan. & July.	"	1899	26½	2d Mort. (Gal. & Chic. U. R. R.).....	985,000	7	May & Nov.	"	1875	95
Boston and Lowell:							1st Mortgage (Peninsula R.R.).....	855,000	7	March & Sept.	"	1898	92
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	99½	1st Mort. (Chi. & Mil. R.W. 85 m.).....	1,129,000	7	Jan. & July.	"	1898	....
Scip certificates.....	366,000	3	April & Oct.	"	1873	96½	1st Mortgage (Beloit & Mad. R.).....	354,000	7	"	"	1888	....
Wharf purchase bonds.....	200,000	6	"	"	1879	99½	Chicago, Rock Island and Pacific:						
Buffalo, Bradford and Pittsburg:							1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mort. (C. R. I. and P. R. R.).....	7,376,000	7	"	"	1896	102½
Buffalo, Corry and Pittsburg:							Chillicothe and Brunswick:						
1st Mortgage (B., C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	18—	....	Cincinnati, Dayton and Eastern:						
Buffalo and Erie:							1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	89	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	New Mortgage.....	282,000	7	"	"	1877	....
Buffalo, New York and Erie:							Cincinnati and Indiana:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	93	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	80½
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indianapolis June:						
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1919	90	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	97½	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,548	8	"	"	1894	104	1st Mort. (guar. by I. C. & Laf.).....	400,000	7	Jan. & July.	New York.	1895	....

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	93	3d Mortgage.....	6,000,000	7	" "	" "	1883	92
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	86
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	83
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102	Sterling Loan \$800,000.....	4,844,444	6*	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.)....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage sfg fund....	15,000,000	7	April & Oct.	New York.	1908	87	Kansville and Crawfordsville:						
Consol. 2d Mortgage sfg fund....	5,000,000	7	Feb. & Aug.	" "	1909	72	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886		Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" "	1881	
Income Bonds.....	1,243,000	7	" "	" "	1881		Fall River, Warren & Providence:						
Columbus and Hocking Valley:							1st Mortgage.....	200,000	7	" "	Providence.	18—	
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	1876-77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	102
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1873	100	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
Danbury and Norwalk:							3d Preference Bonds.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Bonds.....	25,592,860	4*	" "	" "	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,800,000	7	Jan. & July.	New York.	1881		Government Loan £573,688.....	2,782,387	6*	" "	Ottawa.	73-76	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	77-78	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds £547,000.....	2,652,950	5*	" "	" "	77-78	
Dayton and Union:							Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888	105
Dayton and Western:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	94
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	86
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	50,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	1,834,000	8	" "	" "	1874	
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	904,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	504,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	" "	1885	104
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	99	1st Mort. (Quincy and Palmyra).	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	97	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	Jan. & July.	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)..	1,861,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
2d Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	102
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (construction).....	660,000	7	" "	" "	1894		Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	99
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	84
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	45
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	104
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	332,000	6	" "	" "	1875	
East Pennsylvania:							Redemption.....	2,500,500	6	" "	" "	1890	
1st Mortgage, Sinking Fund....	506,900	7	April & Oct.	Philadelphia.	1888	101	Redemption, sterling.....	2,500,000	6*	" "	London.	1875	
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52
Mortgage (new).....	136,400	7	" "	" "	1880		1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		1st Mortgage.....	397,000	7	May & Nov.	New York.	1881	
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	783,000	6	Feb. & Aug.	Boston.	1874	100	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95
1st Mortgage, (Essex Railroad)...	214,000	6	Jan. & July.	" "	1876	96	Jeffersonville (J. M. & I.):						
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	97	2d Mortgage.....	345,000	7	April & Oct.	New York.	1873	
Edgelfield and Kentucky:							Jeffersonville, Madison & Indian.:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1906	82
Elmira and Williamsport:							2d Mortgage.....	2,000,000	7	" "	" "	75	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	94	Joliet and Chicago:						
Income Bonds.....	570,000	6	April & Oct.	" "	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	106
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Banger to Winn.)...	1,000,000	6*	Jan. & July.	London.	1886	...	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	...



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	388,900	8*	"	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	556,421	8	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	129,000	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	100,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	306,900	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	719,500	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	5,000,000	7	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	3,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	98
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	New York.	1870	....
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	"	1887	....
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	"	1898	101	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	*166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	.....	6*	.....	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85½	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	95	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	89½	N. Orleans, Jackson & Gt. North..						
Louisville, N. Albany & Chicago.							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
Macon and Brunswick:							N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. construction (80 m.) ..	1,842,000	8	April & Oct.	New York.	1880	....
Mahanoy and Broad Mountain:							2d Mort. (F) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	90	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	92
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	"	"	1883	86
Marietta and Cincinnati:							Bonds and mortgages.....	22,800	7	various.	"	var.	....
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	96½	Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	92
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	83	New York and Flushing:						
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	92
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Tenn. State, endorsements							New York, Providence & Boston:						
Mortgage (road and land).....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Ark. State Loan.....	1,300,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	2,591,500	8	"	"	1882	119½	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund....	6,723,000	7	May & Nov.	New York.	1885	101½	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,695,000	7	"	"	1877	97½	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	97	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1865	88
Mifflin and Centre County:							2d Mortgage of 1863.....	4,000,000	7	April & Oct.	"	1888	64½
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	110
3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	276,500	7	May & Nov.	"	18—	96½
Milwaukee and St. Paul:							North Shore, L. I.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	96½	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	90	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	108	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	....
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	97	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	....
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	90½	3d Mortgage, Sinking Fund....	1,223,000	6	April & Oct.	"	1900	89
Mississippi Central:							Consol. Mort. for \$6,000,000.....	2,019,000	6*	Jan. & July.	"	1900	93½
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1854.....	120,600	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	989,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
1st Mortgage Bonds.....	\$417,500	7	Jan. & July	New York.	1877	....	3d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	91

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90
New Loan for \$800,000.....	.....	8	"	"	1887		Consolidated Bonds.....	300,000	6	"	"	1885	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	99
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	101	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series K).....	860,000	7	April & Oct.	"	"	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series L).....	860,000	7	May & Nov.	"	"	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	95	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	"	94
Consolidated Mort. sterling.....	83,420	...	"	London.	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1876
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	"	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	87	Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	1st Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	468,000	6	April & Oct.	"	1875	97	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	104	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	78	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84	Raritan and Delaware Bay:						
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	82	2d Mortgage.....	250,000	7	"	"	"	....
Va. State Loan.....	249,962	6	"	"	1887		Equipment Bonds, convertible..	290,000	7	"	"	1870	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O..	350,000	7	May & Nov.	New York.	1916		Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76
2d Mortgage.....	375,000	7	"	"	1885		2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	99	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73		Bonds guaranteed by Virginia..	161,000	6	"	"	'75-'76	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	75
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875		Rich., Frederickburg & Potomac:						
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872		Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897		Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877		Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	Rockford, R. Island & St. Louis:						
2d Mort. { " " " " }	2,583,000	6	April & Oct.	"	1875	99	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. { " " " " }	2,283,840	6	"	London.	1875		Rock Island and Peoria:						
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	98	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property...	5,924,717	5	April & Oct.	Harrisburg.	1890		Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures...	1,109,224	6	J. A. J. & O.	Philadelphia.	'60-'71	101	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	103
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	100	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—		2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18—		Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107
Perkloren:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage ( " " ).....	500,000	7	"	"	1882	90
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	99
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	78
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	92	St. Louis and Iron Mountain:						
2d Mortgage.....	4,000,000	6	"	"	1901	82	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	95
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	92	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile)..	2,365,000	7	April & Oct.	New York.	1884	93
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1870.....	3,625,000	7	Jan. & July.	Philadelphia.	1890		1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871		St. Louis, Vandalia & T. Haute:						
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	96	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1867, convertible.....	143,500	6	"	"	1886	98	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	98	St. Paul and Chicago:						
Bonds of 1836, Sterling, conv....	288,000	7*	"	"	'72-'77		1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Bonds of 1868 for renewals.....	1,121,000	6	April & Oct.	"	1893	83							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	or	"	1890	....
1st Mortgage.....	79,875	....	— & —	— & —	....	....	" " 3d class...	154,000	7	Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 4th class...	1,263,000	7		"	1890	....
3d Mortgage.....	665,000	....	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	" " "	"	1868	73
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1864	....	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	" " "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	83
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered .....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000 .....	400,000	6	March & Sept.	Philadelphia.	1883	94
Sterling Bonds \$59,031.....	262,566	5*	" " "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000 .....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,016	6	" " "	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	101
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Sterling Loans, \$289,900.....	2,061,520	5*	April & Oct.	London.	'69-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	96
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	79
South Side, Va.:							2d Mort. for \$300,000, end. by E.	300,000	6	" " "	"	1890	92
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$500,000, end. by W. Co.	300,000	6	" " "	"	1890	84
3d Mort. (for City Point R. R.).	175,000	6	" " "	"	'65-'68	....	New Preferred mortgage.....	600,000	6	" " "	"	1890	92
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	....	8	" " "	New York.	'84-'90	....	1st Mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. L.:							Government Lien.....	1,970,000	6	" " "	"	....	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81
1st Mortgage.....	692,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000 .....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	....	8	" " "	"	1897	64
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage.....	140,000	7	" " "	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	578,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1878	86	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	90	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	77	Sterling, guaranteed .....	4,375,000	5*	" " "	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	Delaware Division:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	59	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	"	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" " "	"	1883	82	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	"	1907	90	Delaware and Raritan (See Camden and Erie of Pennsylvania.)						
Troy and Boston:							1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Interest Bonds.....	161,900	7	" " "	"	18—	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	2d Loan.....	5,606,100	6	" " "	"	1884	89
Troy Union:							3d Loan.....	2,000,000	6	" " "	"	1887	91
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	2,000,000	6*	" " "	"	1884	....
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	94
Union Pacific:							Convertible Loan.....	1,496,879	6	" " "	"	1877	85
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	92	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	" " "	"	'95-'99	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	85	2d Mortgage.....	57,000	6	" " "	"	18—	....
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	84	Morris (and Banking):						
Union Pacific—Central Branch:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	86
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Boat Loan.....	232,087	6	" " "	"	1885	80
Union Pacific—Eastern Division:							North Branch:						
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	Schuylkill Navigation:						
2d Mortgage (Gov. subsidy).....	6,308,000	6	Jan. & July.	"	'95-'97	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	81
Land Grant Mort. for \$500,000..	361,000	7	March & Sept.	"	'71-'76	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	80
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	"	1916	....	Susquehanna and Tide Water:						
Vermont Central:							Md. State Loan, sterling.....	1,060,000	6	Jan. & July.	London.	1885	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	61
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	44	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	104	Union (Pa.):						
Vermont and Massachusetts:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	13
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	West Branch and Susquehanna:						
Vermont Valley:							1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage.....	388,000	7	April & Oct.	New York.	1890	....	Wyoming Valley:						
2d Mortgage.....	114,000	6	" " "	Boston.	1890	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....
Mortgage.....	293,200	7	" " "	New York.	1889	....							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (—) signifies "not ascertained."

Year ending	Railroad			Rolling Stock		Property and Assets			Liabilities			Railroad Operated		Operations			Earnings			Value of Shares								
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.		Pass.		Freight.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.	Par.	p.c.
				M.	M.	M.	M.	M.	M.	M.	M.																	
Sept. 30, 1869	57.0	0.5	23.0	1	1	16	2,146,579	—	—	4,183,000	915,000	1,205,943	2,900,506	25.0	21,132	259,725	254,295	35,511	1,588	—	—	—	—	—	—	—	—	—
June 30, 1869	1869	142.0	13.2	21	24	383	7,185,162	—	—	2,149,200	4,775,000	—	2,900,506	70.0	—	—	—	—	—	—	—	—	—	—	—	—	—	
Jan. 31, 1870	1870	132.0	23.0	48.0	19	5	7,915,532	—	—	2,169,550	4,775,000	—	2,900,506	182.0	421,816	7,020,858	697,846	237,553	—	—	—	—	—	—	—	—	—	
Jan. 31, 1870	1870	26.5	6.0	4.0	10	3	800,000	—	—	246,018	425,000	—	2,900,506	88.0	118,080	195,477	159,477	75,000	—	—	—	—	—	—	—	—	—	
Nov. 30, 1869	1869	86.1	1.8	8.5	14	6	506,000	—	—	246,018	425,000	—	2,900,506	86.7	—	—	—	—	—	—	—	—	—	—	—	—	—	
June 30, 1869	1869	38.7	38.2	90.0	156	36	3,270	—	—	30,000,000	29,999,000	—	2,900,506	565.7	3,844,135	42,652,418	319,717,106	362,668	119,162	8	—	—	—	—	—	—	—	
Dec. 31, 1869	1869	27.3	48.7	15.0	21	16	31	—	—	3,940,489	2,000,000	—	2,900,506	285.7	3,844,135	42,652,418	319,717,106	5,098,397	737,582	70	—	—	—	—	—	—	—	
May 31, 1869	1869	65.0	4.5	5.0	9	6	68	—	—	1,795,225	2,000,000	—	2,900,506	85.0	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	1869	149.0	1.5	0.5	4	17	7	—	—	2,494,900	3,483,992	—	2,900,506	15.5	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	1869	15.5	8.0	329.0	315	149	5,135	—	—	16,190,943	771,871	—	2,900,506	379.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	1869	379.6	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	1869	303.9	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	1869	103.5	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	1869	29.0	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	1869	67.0	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	1869	59.0	20.0	11.0	200.0	8	2	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	15.6	—	—	—	—	—	—	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	20.4	49.6	288.5	163	118	40	3,046	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	42.9	—	—	—	—	—	—	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Mar. 31, 1869	93.5	30.8	9.2	13	17	10	226	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Mar. 31, 1869	93.5	30.8	9.2	13	17	10	226	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	112.5	—	—	—	—	—	—	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	28.7	10.8	10.6	32	38	18	780	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	74.3	8.5	64.3	46	80	24	1,883	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	51.3	7.7	55.0	32	51	12	464	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	45.2	2.0	1.0	6	5	3	33	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	88.0	43.0	43.0	47	31	16	1,057	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	101.2	21	10.1	28	32	9	428	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	16.0	12.0	101.0	2	1	2	16	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	17.5	3.9	92.0	35	14	10	610	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Apr. 30, 1869	27.0	27.9	45.0	128	193	40	1,090	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	61.2	31.1	103.7	8	31	5	86	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	60.2	3.1	3.1	8	15	7	139	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	23.0	7.1	2.3	3	3	3	3	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Sept. 30, 1870	64.8	4.1	3.7	4	3	3	3	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	41.4	4.0	3.7	4	3	3	3	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Oct. 31, 1869	65.0	2.5	5.0	21	9	5	555	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Oct. 31, 1869	34.6	—	—	—	—	—	—	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	81.0	2.5	—	52	50	23	656	—	—	16,297,862	7,761,750	—	2,900,506	28.6	2,916,916	29,968,800	8	4,891	—	—	—	—	—	—	—	—	—	
Dec. 31, 1869	77.6	25.9	23.4	107	104	15	1,597	—	—	16,297,862	7,761,750	—	2,90															



Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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Dec. 31, 1869	720	3,011,800	147.8	11.9	63	32	14	776	North Missouri	Missouri	20,500,000	6,050,105	991,064	7,600,000	13,000,000	720	26,944,486	100	21	100
Feb. 28, 1870	283.5	147.8	11.9	63	32	14	776	North Missouri	Missouri	20,500,000	6,050,105	991,064	7,600,000	13,000,000	720	26,944,486	100	21	100	
Mar. 31, 1869	85.6	121.1	28.5	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Apr. 30, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
May 31, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jun. 30, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jul. 31, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Aug. 31, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Sep. 30, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Oct. 31, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Nov. 30, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Dec. 31, 1869	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jan. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Feb. 28, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Mar. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Apr. 30, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
May 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jun. 30, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jul. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Aug. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Sep. 30, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Oct. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Nov. 30, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Dec. 31, 1870	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jan. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Feb. 28, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Mar. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Apr. 30, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
May 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jun. 30, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jul. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Aug. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Sep. 30, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Oct. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Nov. 30, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Dec. 31, 1871	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jan. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Feb. 28, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Mar. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Apr. 30, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
May 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jun. 30, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jul. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Aug. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Sep. 30, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Oct. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Nov. 30, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Dec. 31, 1872	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jan. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Feb. 28, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Mar. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Apr. 30, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
May 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jun. 30, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jul. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Aug. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Sep. 30, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Oct. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Nov. 30, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Dec. 31, 1873	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788	3,150,000	5,646,417	67.0	1,132,731	50	963	50	
Jan. 31, 1874	138.9	123.0	2.6	134	17	68	608	North Pennsylvania	Pennsylvania	5,646,417	1,699,582	86,788</								

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

the asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." The asterisk (\*) occurring in the column headed "Land Grant Railroads are distinguished by a "†."

Abstract of General Balance Sheet.									
Property and Assets.			Liabilities.			Operations.		Earnings.	
Rolling Stock.			Accounts and Cash.			Railroad Operated.		Dividends.	
Railroad.			Stocks.			Trains Moved.		Net.	
Freight.			Bonds.			Passengers.		Gross.	
B. M. E.			Accounts.			Freight.		Net.	
Engines.			Surplus Income.			Carried one mile.		Net.	
Railroad in progress.			Accounts.			Trains Moved.		Gross.	
2d Track and Sidings.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Years ending.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
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Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
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Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
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Main Line.			Accounts.			Trains Moved.		Gross.	
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Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
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Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.	
Main Line.			Accounts.			Trains Moved.		Gross.	
Branch Line.			Stocks.			Passengers.		Net.	
Main Line.			Bonds.			Freight.		Net.	
Branch Line.			Accounts.			Trains Moved.		Gross.	
Main Line.			Stocks.			Passengers.		Net.	
Branch Line.			Bonds.			Freight.		Net.</	



## CITY PASSENGER RAILROAD SHARE AND BOND LIST.

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length equi. single track.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Interest at.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.								
Sept. 30, '69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467		100	100		Albany:							
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	557		100	100		1st Mortgage.....	40,000	7	J. & J.	18	....		
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372		100	100		Bleecker St. & Fulton Ferry:							
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.					480,046		6	100	100		1st Mortgage.....	694,000	7	J. & J.	1872	....		
Sept. 30, '69	22.00	400	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,702,725	900,000	694,000	23,300	334,093	83,267		100	100		Broadway (Brooklyn):							
Sept. 30, '70	3.36			Boston and Chelsea.....Mass.	110,000	110,000			4,400	4,004	4	100	100	38 1/2	1st Mortgage.....	100,000	7	J. & J.	1881	....		
Sept. 30, '69	2.75			Boston & West Roxbury. Mass.	41,000	41,000						100	100		Broadway and 7th Avenue:							
Sept. 30, '69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,851	8.0	100	100		1st Mortgage.....	500,000	7	J. & D.	1884	....		
Sept. 30, '69	16.00	775	103	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	1,000,000	1,500,000	100,000	713,423	232,733	4.0	100	100		Brooklyn, Bath & Coney I.:							
Sept. 30, '69	7.00			Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000		30,153			100	100		1st Mortgage.....	80,000	7	J. & J.	18	....		
Sept. 30, '69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100		Brooklyn City:							
Sept. 30, '69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	590,000			134,015	21,999		100	100		1st Mortgage.....	300,000	7	J. & J.	1882	....		
Sept. 30, '69	19.25	22	8	B'klyn. Prosp. P. & Flatb. N.Y.	537,944	261,400	278,000		72,720	5,718		100	100		Brooklyn City & Newtown:							
Sept. 30, '69	4.50			B'klyn Flatb. & Coney Isl. N.Y.		10,000		(Not in operation.)				100	100		1st Mortgage.....	200,000	7	J. & J.	1876	....		
Sept. 30, '69	15.21	180	51	Buffalo street.....N.Y.	327,691	65,000	316,500	6,457	160,428	18,957		100	100		Brooklyn, Prosp. P. & Flatb.:							
Sept. 30, '69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000		20,050	76,550			100	100		Brooklyn & Rockaway B'ch:							
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	784,671	727,800	160,000	74			9.0	100	100	102 1/2	1st Mortgage.....	45,000	7	J. & J.	18	....		
Sept. 30, '69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100		Buffalo street:							
Sept. 30, '69	36.00	731	125	Con. P. & N.E.R. (N.Y.C.) N.Y.	1,027,021	1,008,400	628,000	70,052	588,724	13,997		100	100		1st Mortgage.....	316,500	7	J. & D.	1881	....		
Oct. 31, '69	5.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			240,293	81,318	36 1/2	50	19 1/2		Cambridge (Boston):							
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,608	38,078	19 1/2	50	44		1st Mortgage.....	150,000	6	J. & J.	1883	2 1/2		
Sept. 30, '69	14.33	212	16	Coney Island (Brooklyn).....N.Y.	647,364	500,000	214,000	29,131	144,047	13,067		100	100		Central Park, N. & E. River:							
Sept. 30, '69	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	859,150	1,200,000	700,000		738,600	180,104		100	100		1st Mortgage.....	628,000	7	J. & J.	1874	....		
Sept. 30, '69	3.50			Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,480	4,162	3	100	100		Citizens' (Pittsburg):							
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562			8,565	1,237	24	25	20		1st Mortgage.....	56,300	7	J. & J.	1870	....		
Sept. 30, '69	19.00	851	157	Eighth Avenue (N.Y. City) N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100		Coney Island and Brooklyn:							
Oct. 31, '69	2.26	18	4	Eric City.....Conn.	32,915	18,550	17,272		12,444	2,749		50	9 1/2		1st Mortgage.....	214,000	7	J. & J.	1873	....		
Sept. 30, '69	2.70	10	1	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456		100	100		D. Dock, E. Bdw. & Battery:							
Sept. 30, '69	9.63			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	260,000		376,903	112,240	10.0	100	100		1st Mortgage.....	700,000	7	J. & J.	18	....		
Oct. 31, '69	16.36	275	45	Frankford & Southwark (Ph.) Pa.	782,441	491,750	198,000		308,138	61,719	6 1/2	50	49 1/2	42	1st Mortgage.....	208,000	7	J. & J.	1873	....		
Sept. 30, '69	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,053	42,500	12,700	2,000	12,598	545		100	100		42d st. & Gr'd st. Ferry (N.Y.):							
Oct. 31, '69	34.25	369	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000		348,021	123,493	19 1/2	50	15	33 1/2	1st Mortgage.....	100,000	7	J. & J.	1873	....		
Oct. 31, '69	5.40	155	25	Girard College (Phila.).....Pa.	173,657	170,000			136,885	35,507	10	50	17	45	Frankford and Southwark:							
Sept. 30, '69	8.0			Grand st. F. & Middle Vill. N.Y.	75,000	125,000	190,000		37,890	10,205		100	100		1st Mortgage.....	198,000	7	J. & J.	1877	....		
Sept. 30, '69	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		82,066	7,093		100	100		Germantown:							
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.) Pa.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	43	1st Mortgage.....	250,000	7	J. & J.	1879	....		
Sept. 30, '69	10.00	107	22	Harlm. Br. Morr. & F'dham. N.Y.	255,225	114,010	130,000	3,000	72,802	4,770		100	100		Green and Coates (Phila.):							
Oct. 31, '69	2.14	11	6	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,290	222		25	24		1st Mortgage.....	100,000	7	J. & J.	1878	8 1/2		
Dec. 31, '69	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100		Grand st. and Newtown:							
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.) Pa.	470,619	306,390	164,409	1,500	283,927	63,060	2 1/2	50	7	21 1/2	1st Mortgage.....	30,000	7	J. & J.	18	....		
Dec. 31, '68	2.50			Hoboken and Weehawken. N.J.								100	100		Harl. Br. Morris' & Fordh.:							
Sept. 30, '68	10.47			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100		Hestonv., Mantua & Fairm.:							
Sept. 30, '69	3.56	27	1	Jersey City & Bergen Point. N.J.	77,494	75,000			22,390	2,405		100	100		1st Mortgage.....	25,900	7	J. & J.	1874	8 1/2		
Oct. 31, '69	5.20	113	17	Kingston and Rondout.....N.Y.	118,892	90,000	62,500	11,462	78,378	6,258	25	10 1/2			Hudson Av. (Brooklyn):							
Sept. 30, '70	3.82	50	9	Lombard and South st. (Ph.) Pa.	49,180	55,530			26,181	2,431		100	100		1st Mortgage.....	74,000	7	M & N	1878	....		
Sept. 30, '70	1.75	239	35	Lowell Horse.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100		Lombard and South st. (Ph.):							
Sept. 30, '70	3.41			Lynn and Boston.....Mass.	60,246	200,000	45,872		16,740	Loss.		100	100		1st Mortgage.....	62,500	7	J. & J.	1883	7 1/2		
Sept. 30, '70	0.91			Malden and Melrose (B'tn). Mass.	191,834	191,500		46,454	1,144			100	100		Lynn and Boston:							
Sept. 30, '70	3.07			Marginal Freight (Boston). Mass.	36,000	21,000	4,000		1,120			100	100		1st Mortgage sinking fund	50,000	7	J. & J.	1886	74 1/2		
Sept. 30, '70	4.88			Medford & Charleat. (B'tn). Mass.	42,206	50,000		6,174	23,375			100	100		1st Mortgage, guaranteed.	45,872	6	A. & O	1380	....		
Sept. 30, '68	6.00	58	13	Merrimack Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299		100	100		Metropolitan (Brooklyn):							
Sept. 30, '70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	297,271	685,303	99,519	16.9	100	76			1st Mortgage.....	191,900	7	J. & J.	1878	....		
Sept. 30, '70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75 1/2	Middlesex (Boston):							

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	7
Atlantic & St. Lawrence* guar.	2,494,000	4	4	4	4
Baltimore and Ohio, pref.	3,000,000	6	6	6	6
Berkshire, * guaranteed.	600,000	7	7	7	7
Blossburg and Corning, * guar.	250,000	5	5	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	6
Buffalo, N. York and Erie, * guar.	950,000	7	7	7	7
Camden and Atlantic, pref.	753,695	7	7	7	7
Catawissa, * pref. and guar.	2,200,000	7	7	7	7
Cayuga and Susquehanna, * guar.	589,110	9	9	9	9
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	7	7
Central Ohio, preferred.	400,000	7	7	7	7
Chemung, * guar.	380,000	8	8	8	8
Chesapeake, preferred.	2,017,815	7	7	7	7
Chicago and Alton, pref.	2,425,400	7	7	7	7
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	10	10	10
Chicago and Northwestern, pref.	20,370,293	7	7	7	7
Cleveland and Mahoning, * guar.	2,056,000	7	7	7	7
Cleveland and Toledo, * 1 guar.	6,250,000	3	3	3	3
Clevecho, preferred.	177,750	8	8	8	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	6	6
Cumberland Valley, 1st pref.	242,000	8	8	8	8
" 2d pref.	594,261	6	6	6	6
Delaware, * guaranteed.	1,500,000	6	6	6	6
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	6	6	6
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	7	7
Dubuque Southwestern, pref.	330,308	7	7	7	7
Eastern (N. H.), * guaranteed.	492,500	8	8	8	8
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	5	5
Elmira and Williamsport, * guar.	500,000	5	5	5	5
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	7	7
Erie, preferred.	8,538,910	7	7	7	7
Evansville and Crawfordville pref.	100,000	7	7	7	7
Hannibal and St. Joseph, pref.	5,078,224	100	100	100	100
Harrisburg and Lancaster, * guar.	1,182,550	7	7	7	7
Housatonic, preferred.	1,180,000	8	8	8	8
Huntington & Broad Top Mountain, preferred.	190,750	7	7	7	7
Joliet and Chicago, * guar.	1,500,000	7	7	7	7
Joliet and Northern Indiana, * guar.	300,000	8	8	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	7
Leeds and Farmington, * guar.	2,640,100	7	7	7	7
Little Schuylkill, * guar.	648,700	9	9	9	9
Louisville, Cincinnati and Lexington preferred.	6,589,125	6	6	6	6
Marquette and Cincinnati, 1st pref.	4,051,744	30	30	30	30
" 2d pref.	1,000,000	9	9	9	9
Manchester and Lawrence, * guar.	686,800	10	10	10	10
Michigan Southern, guaranteed.	323,375	10	10	10	10
Mill Creek and Mine Hill, * guar.	9,744,268	7	7	7	7
Milwaukee and St. Paul, preferred.	3,775,000	8	8	8	8
Mine Hill and Schuylkill Haven, * guaranteed.	282,250	12	12	12	12
Mount Carbon & Ft. Carbon, * guar.	1,344,000	2	2	2	2
New Haven and Northampton, * guar.	1,500,000	8	8	8	8
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6	6	6
North Eastern (S. C.) preferred.	155,000	8	8	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	8	8
Ohio and Mississippi, pref.	3,500,000	7	7	7	7
Paterson and Hudson, * guar.	630,000	8	8	8	8
Paterson and Ramapo, * guar.	248,000	5	5	5	5
Peoria and Bureau Valley, * guar.	1,200,000	6	6	6	6
Philadelphia and Erie, * guar.	5,996,700	10	10	10	10
Philadelphia and Reading, pref.	1,551,800	10	10	10	10
Philadelphia and Trenton, * 1 guar.	1,099,120	10	10	10	10
Pittsfield and North Adams, * guar.	450,000	6	6	6	6
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	6
Portland, Saco & Concord, * guar.	1,500,000	6	6	6	6
Portsmouth and Concord, * guar.	350,000	7	7	7	7
Richmond, Fredericksburg & Potomac, guaranteed.	142,900	7	7	7	7
Rochester and Genesee Valley, * guar.	557,500	7	7	7	7
Rutland, preferred.	2,940,000	7	7	7	7
St. Louis, Alton and T. H., pref.	445,556	6	6	6	6
Sandusky and Cincinnati, pref.	576,650	6	6	6	6
Schuylkill Valley, * guar.	889,450	6	6	6	6
Shanokin Valley & Pottsville, * guar.	1,300,000	7	7	7	7
Tol. Peoria & Warsaw (W. D.) pref.	1,500,000	7	7	7	7
" (E. D.) pref.	1,000,000	7	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	7
Troy and Greenbush, * guar.	274,000	8	8	8	8
Vermont and Canada, * guar.	2,600,000	7	7	7	7
Warren, * guar.	1,408,300	6	6	6	6
White Mountains, * guar.	300,000	2	2	2	2
Wright, York & Gettysburg, * pref.	317,050	2	2	2	2
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,623,350	8	8	8	8
Morris, preferred.	1,175,000	10	10	10	10
Schuylkill Navigation, pref.	2,888,997	6	6	6	6
Union, preferred.	317,050	2	2	2	2
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6,774,400	7	7	7	7
Mariposa Mining, pref.	6,774,400	7	7	7	7

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 8 cents per lb.

Pig, Scotch, No. 1.....	per ton 30	@ 35	—
Pig, American, No. 1.....	per ton 30	@ 36	—
Pig, American, No. 2.....	per ton 30	@ 34	—
Pig, American, Forge.....	per ton 30	@ 32	—
Bar, Refined, English and American.....	per ton 30	@ 75	—
Bar, Sweden, assorted sizes.....	(gold) 85	@ 100	—

## STORE PRICES.

Bar, Sweden, ordinary sizes.....	105	@ 115	—
Bar, Refined.....	75	@ 77 50	—
Bar, Common.....	82 50	@ 85	—
Scroll.....	100	@ 120	—
Ovals and Half-round.....	95	@ 105	—
Band.....	92 50	@ 95	—
Horse Shoe.....	95	@ —	—
Rods, 1½ to 3-16 inch.....	82 50	@ 120	—
Hoop.....	100	@ 140	—
Nail Rod.....	per lb.	@ —	6
Sheet, Russia, as to No. 1.....	(gold) 11½	@ —	12
Sheet, Single D. and T. Common.....	44	@ —	6
Rails, English.....	(gold) 66	@ —	58
Rails, American, at Works in Penna., c'y 70	@ —	72	—
Anvils, (Eagle).....	per lb currency	8	@ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	15	@ —	18
English Spring (2d and 1st quality).....	per lb.	7	@ —	10
English Blister (2d and 1st quality).....	per lb.	10	@ —	17
English Machinery.....	per lb.	114	@ —	14
English German (2d and 1st quality).....	per lb.	12	@ —	14
American Blister "Black Diamond".....	per lb.	16	@ —	17
American, Cast, Tool, do.....	per lb.	9	@ —	11
American, Spring, do.....	per lb.	9	@ —	12
American Machinery do.....	per lb.	9	@ —	12
American German do.....	per lb.	9	@ —	12

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb	4 75	@ —	—
Cut Spikes, all sizes.....	per 100 lb	5	@ —	—
Clinch.....	per 100 lb	5 25	@ —	—
Horse Shoe, Forged (No. 10 to 5).....	per lb.	19	@ —	31
Copper.....	per 100 lb	36	@ —	38

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold) per lb.	—	@ —	374
Straits.....	(gold) per lb.	—	@ —	324
English.....	(gold) per lb.	—	@ —	32
Plates—Fair to good brands.....	(Gold) (Currency).....	—	@ —	—
I. C. Charcoal.....	per box	8 50	@ 8 75	9 75 @ 10
I. C. Coke.....	per ton	7 25	@ 8	8 25 @ 9 25
Coke Terne.....	per ton	6 12½	@ 7 12½	7 @ 8 25
Charcoal Terne.....	per ton	7 75	@ 8 50	9 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@ —	154
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	194	@ —	194
Refined, Standard White (in ship's order).....	per bbl.	254	@ —	254
Refined, prime White (in shipping order).....	per bbl.	264	@ —	264
Refined, S. W. (in jobbing lots).....	per bbl.	28	@ —	31
Refined, S. W. (in tin).....	per bbl.	29	@ —	31
Naphtha, Refined, (65 @ 73 gravity).....	per bbl.	94	@ —	10
Residuum.....	per bbl.	4	@ —	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24; 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.	(Single Thick.)	(Old List.)		
	Sizes.	1st.	2d.	3d.
	A.	B.	C.	D.
6 by 8 to 7 by 9.....	8 75	7 50	6 50	5 50
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 50	9 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55¢/60¢ per cent.)

French Window—1st, 2d, 3d and 4th qualities.	(Single Thick.)	(New List, Aug. 20th.)		
	Sizes.	1st.	2d.	3d.
	A.	B.	C.	D.
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet 10	@ 7 75	—
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet 10	@ 8	—
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet 10	@ 9 25	—
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet 10	@ 9 75	—
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet 10	@ 10 50	—
20 by 28 to 24 by 30.....	(4 qts.)	per 50 feet 10	@ 12	—
24 by 31 to 24 by 36.....	(4 qts.)	per 50 feet 10	@ 12 50	—
25 by 36 to 30 by 44.....	(3 qts.)	per 50 feet 10	@ 16 50	—
28 by 46 to 30 by 48.....	(3 qts.)	per 50 feet 10	@ 17	—
30 by 50 to 32 by 52.....	(3 qts.)	per 50 feet 10	@ 18	—
32 by 54 to 34 by 56.....	(3 qts.)	per 50 feet 10	@ 19 50	—
34 by 58 to 34 by 60.....	(3 qts.)	per 50 feet 10	@ 22	—
36 by 60 to 36 by 60.....	(3 qts.)	per 50 feet 10	@ 28	—

(Subject to a discount of 55¢/60¢ per cent.) English sells at 40¢/50¢ per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

Th. 25, F. 26, Sat. 27, M. 28, Tu. 29, W. 31

Canton Co.....	102½	103½	103½	83½	83½
Central Pacific Co.....	102½	103½	103½	102½	102½
Central of N. Jersey.....	112½	118	113	114½	112½
Chicago & Alton.....	119½	119½	119½	119½	119½
.. pref.....	119½	119½	119½	119½	119½
.. 1 M.....	119½	119½	119½	119½	119½
.. S. F.....	119½	119½	119½	119½	119½
.. Inc. bds.....	119½	119½	119½	119½	119½
Chicago, Burl. & Q.....	87	86½	86½	86½	85½
.. 8s, 1883.....	87	86½	86½	86½	85½
Chic. & Northwestern.....	97	99	98½	99½	98½
.. pref.....	97	99	98½	99½	98½
.. 1st M.....	99½	99½	99½	99½	99½
.. S. F.....	99½	99½	99½	99½	99½
.. Consol.....	93	93½	94	93½	100
Chic. Rock Isl. & Pac.....	118½	119½	119½	120	121½
Chl., R. I. & Pa. 7s, 1896.....	102½	102½	102½	102½	102½
Clev., Col. C. and Ind.....	89½	89½	89½	89½	89½
Clev. and Pittsburg.....	125	122½	122½	121½	120½
.. 2 M.....	125	122½	122½	121½	120½
.. 3 M.....	125	122½	122½	121½	120½
.. 4 M.....	125	122½	122½	121½	120½
Clev. and Toledo.....	119½	85½	85½	85½	85½
.. S. F. 7s.....	119½	85½	85½	85½	85½
Col., Chl. & Ind. C.....	24	24½	23½	23½	87½
.. 1 M.....	24	24½	23½	23½	87½
.. 2 M.....	24	72	87½	87½	87½
Cumberland Coal pref.....	124	124	124	124	124½
Del. & Hudson Canal.....	124	124	124	124	124½
Del. Lack. & Western.....	110	110½	109½	109½	110
.. 1 M. 7s.....	110	110½	109½	109½	99
.. 2 M. 7s.....	110	110½	109½	109½	97
Dubuque & Sioux City.....	87½	87½	87½	87½	88
Erie Railway.....	30½	29½	30½	30	30½
.. pref.....	57	57	57	57	57
.. 1 M. 7s, 1897.....	100	100	100	100	100½
.. 2 M. 7s, 1899.....	98½	98½	98½	98½	94
.. 3 M. 7s, 1883.....	92½	92	92	92	94
.. 4 M. 7s, 1880.....	86	86	86	86	86
.. 5 M. 7s, 1888.....	86	86	86	86	86
Great Western 2d mort. 8s½	100	100	100	100	86
Hannibal & St. Joseph.....	103½	101	100½	100½	100½
.. pref.....	103½	101	100½	100½	100
.. 8s, conv.....	103½	105½	104½	104½	104½
Hudson River.....	100	100	100	100	100
.. 2 M. S. F.....	100	100	100	100	100
.. 3 M. 7s, 1875.....	100	100	100	100	100
Illinois Central.....	137	137	137	137	137
.. bonds.....	137	137	137	137	137
Lake Shore & Mich. S. uth.....	113½	114½	114½	114½	114½
Lake Shore Div. bonds.....	113½	114½	114½	114½	114½
Marietta & Cin. 1st pref.....	113½	114½	114½	114½	114½
.. 2d pref.....	113½	114½	114½	114½	114½
Michigan Central.....	124½	124½	125	125	125
.. S. F. 8s, 1882.....	124½	124½	125	125	119½
M. S. and N. I. 1 M. S. F. 100½	100½	100½	100½	100½	101½
.. 2 M.....	100½	100½	100½	100½	97½
Mariposa Mining Co.....	5½	5½	5	5	5
.. pref.....	9½	9½	9½	8½	8½
.. Tr. 10s cts.....	9½	9½	9½	8½	8½
Milw. and St. Paul.....	62½	62½	62½	62½	62
.. pref.....	81½	82½	81½	81½	81½
.. 1st mort.....	96½	96½	96½	96½	96½
.. 2d mort.....	108	108	108	108	108
.. 8s.....	108	108	108	108	108
.. 7-10s con.....	108	108	108	108	108
Missouri 6s.....	95½	95½	95½	95½	95½
.. H. & St. J. iss.....	95½	95½	95½	95½	95½
Morris and Essex.....	94½	94½	94½	94½	94½
.. 1st mort.....	94½	94½	94½	94½	94½
.. 2d mort.....	105	105	105	98	98
New York Central.....	101	101	101	101	101
.. 7s, S. F. 1876.....	101	101	101	101	101
.. 6s, S. F. 1883 93	93	93	93	93	92½
.. 6s, S. F. 1887.....	93	93	93	93	93
N. Y. Cen. & Hud. Riv. 100	99½	99½	99½	99½	99½
.. certificates 94½	99½	99½	99½	99½	99½
N. York and Harlem.....	134	134	134	134	134
.. pref.....	134	134	134	134	134
.. 1 M. 7s, 1873.....	134	134	134	134	134
N. Carolina 6s, old.....	47½	47½	47½	47½	47½
.. new.....	27	26½	26½	26½	26½
Ohio and Miss.....	50	50	49½	49½	48
.. pref.....	79½	80	80½	80½	80½
.. 1st M.....	101½	101½	101½	101½	101½
Pacific Mail S. S. Co.....	46½	46½	47½	47½	46½
Panama.....	49	49	49	49	50
Phila. and Reading.....	116½	117½	117½	118½	119
Pitts., Ft. W. & Chi. gld. 99	99½	99½	99½	99½	100
.. 1 M.....	105	105	105	105	105
.. 2 M.....	105	105	105	105	105
.. 3 M.....	105	105	105	105	105
Quicksilver Mining Co. 12½	13	13	13½	13½	13½
St. L., Alton & T. H.....	29½	29½	29	29	29
.. pref.....	61	62	62	62	62
.. 1 M.....	61	62	62	62	62
.. 2 M. pref.....	61	62	62	62	62
.. Income bds.....	61	62	62	62	62
Tennessee 6s, old.....	71½	72½	72½	71½	71
.. new.....	72	72½	72½	71½	71½
Tol., Wab. & Western.....	64½	64½	64½	63½	63½
.. pref.....	64½	64½	64½	63½	63½
.. 1 M.....	64½	64½	64½	63½	63½
.. 2 M.....	89½	89½	89½	89½	89½
.. Equipment.....	89½	89½	89½	89½	89½
.. St. Lou. Div. 90	90	90	90	89½	89½
Union Pacific.....	34½	34½	34	34½	34½
.. 1st mort.....	92	92	92½	92½	92½
.. L. Gt. 7s.....	85½	85½	85	85	85
.. Inc. 10s.....	85	85½	85½	85½	85
Virginia 6s, old.....	69½	69½	69½	69½	69½
.. new.....	74½	74½	74½	74½	74



## New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

Th.25. F.26.Sat.27.M.29.Tu.30.W.31

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	109½	109½	109½	109½
U. S. 5s, 1874, coup.	109½	109½	109½	109½
U. S. 5s, 10-40s, coup.	109½	109½	109½	109½
U. S. 5s, 10-40s, reg.	109½	109½	109½	109½
U. S. 6s, 1881, reg.	117½	117½	117½	117½
U. S. 6s, 1881, coup.	117½	117½	117½	117½
U. S. 6s, '81, O.W.L.	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '62.	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1862.	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '64.	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1864.	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '65.	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1865.	111½	111½	111½	111½
U. S. 6s, 5-20s, r. n. '65.113½	113½	113½	113½	113½
U. S. 6s, 5-20s, c. n. '65.113½	113½	113½	113½	113½
U. S. 6s, 5-20s, reg. '67.	113½	113½	113½	113½
U. S. 6s, 5-20s, c. 1867.	113½	113½	113½	113½
U. S. 6s, 5-20s, reg. '68.	114	114	114	114
U. S. 6s, 5-20s, c. '68..113½	114	114	114	114
U. S. 6s, Pac.R.R. issue 115½	115½	115½	115½	115½

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 30.

W.24. Th.25. F.26. Sat.27.M.29.Tu.30

Catawissa	21½	21½	21½	21½
Camden and Amboy	130½	131	130½	130
.. 6s, 1875	95	95	95	95
.. 6s, 1883	95	95	95	95
.. 6s, 1889	95	95	95	95
.. mort. 6s, '89 94	95	95	95	95
Elmira & Williamsport	95	95	95	95
.. pref.	95	95	95	95
Lehigh Navigation	36½	36½	37½	37½
.. 6s, 1884	87	87	87	87
.. Gold L.	93½	93½	94½	94½
.. R. R. L.	84	84	85	85
.. Conv. L.	84	84	85	85
Lehigh Valley R.R.	62½	62½	62½	62½
.. 6s new coup.	101	101	101	101
.. 6s new reg.	97½	97½	97½	97½
Little Schuylkill R.R.	47	47½	47½	47½
.. 7s	54	54	54	54
Minehill	54	54	54	54
Morris Canal	125	125	125	125
.. pref.	125	125	125	125
.. 1st mort.	45	45	45	45
North Pennsylvania	45	45	45	45
.. 6s, 1880	45	45	45	45
.. 7s	45	45	45	45
.. 10s, 1887	45	45	45	45
Northern Central	41	41½	41½	41½
Oil Creek & Alleg. Riv.	51½	52	52	52
.. 7s	86½	86½	87½	87½
Pennsylvania R.R.	61½	62	61½	62
.. 1st M.	102½	102½	102½	102½
.. 2d M.	99	99	99	99
.. Gen. mort.	99	99	99	99
.. reg. 94½	94½	94½	94½	94½
Penn. State, 6s, 1st series	102½	102½	102½	102½
.. 6s, 2d series	107½	107½	107½	107½
.. 6s, 3d series	107½	107½	107½	107½
.. 6s, W.L.	107½	107½	107½	107½
Philadelphia, 6s, new	103	103	103	103
Philad., Germ. & Nor.	103	103	103	103
Phila. & Reading	53	53½	53½	53½
Philadelphia and Erie	28	28	28	28
.. 7s	92½	92½	92½	92½
Schuylkill Navigation	92½	92½	92½	92½
.. pref.	18	18½	18½	18½
.. 6s, 1882	79½	80½	80½	80½
.. 6s, 1876	80	80	80	80
.. 6s, 1872	10	10	10	10
Susq. Canal	10	10	10	10
.. 6s, 1878	61	61	61	61
Union Canal, pref.	61	61	61	61
.. 6s, 1878	22	21½	21½	21½
Hestonville, (Horse)	22	21½	21½	21½
Chestnut & Wal.	22	21½	21½	21½
Green & Coates	22	21½	21½	21½
2d and 3d streets	22	21½	21½	21½
Spruce and Pine	22	21½	21½	21½
13th and 15th sts.	24½	24½	24½	24½

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Baltimore City 6s, 1875	99	99	99	99
.. 1880	100	100	100	100
.. 1890	99½	99½	99½	99½
.. 1884	99½	99½	99½	99½
.. 1900	99½	99½	99½	99½
Balt and Ohio	139	139	139	139
.. bonds, 1875	139	139	139	139
.. 1880	139	139	139	139
.. 1885	139	139	139	139
Marietta & Cin. 1st M.	95½	95½	95½	95½
.. 2d M.	82½	82½	82½	82½
Northern Central	41½	41½	41½	41½
.. bonds, 1885	89	89	89	89
.. 1900	89	89	89	89
N. W. Va. 1st mort.	89	89	89	89
.. 2d mort.	89	89	89	89
.. 3d mort.	89	89	89	89
City Passenger R.R.	89	89	89	89

## Boston Stock Exchange.

Actual Sale Prices for the week ending May 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31

Boston and Albany	156½	156½	156½	156½
Boston and Lowell	155	155	155	155
Boston and Maine	155	155	155	155
Boston and Providence	157	157	157	157
Boston, Hartford & Erie	27½	27½	27½	27½
.. 7s, new	27½	27½	27½	27½
Cheshire, pref.	150	150	150	150
Concord	125	125	125	125
Connecticut River	140	140	140	140
Eastern	125	125	125	125
Fitchburg	140	140	140	140
Manchester & Lawrence	160	160	160	160
Michigan Central	125	125	125	125
Northern, N. H.	112	112	112	112
Ogdens & Lake Champlain	90	90	90	90
.. pref.	103	103	103	103
Old Colony & Newport	103	103	103	103
Ph. Wil. & Baltimore	57	57	57	57
Port'd, Saco & Portland	139	139	139	139
Union Pacific	34½	34½	34½	34½
.. 6s	84	84	84	84
.. Land Grant 7s	84	84	84	84
.. Income 10s	84	84	84	84
Vermont & Canada	102½	102½	102½	102½
Vermont & Mass.	74	74	74	74
South Boston (Horse)	21½	21½	21½	21½
Cambridge	37½	37½	37½	37½
Metropolitan	85	85	85	85
Middlesex	94½	94½	94½	94½
Central Mining Co.	20	20	20	20
Copper Falls	5	5	5	5
Franklin	3½	3½	3½	3½
National	3½	3½	3½	3½
Pewabic	3½	3½	3½	3½
Quincy	3½	3½	3½	3½

## London Stock Exchange.

—Closing Prices—

May 19. May 12.

Atl. & Gt. West. N. Y. sec. 7 per ct	83	83	83	83
1st mort., 1880	73	73	73	73
Do. do, 2d mort., 1881	73	73	73	73
Do. Penn., 1st mort., 1877	73	73	73	73
Do. do, 2d mort., 1882	73	73	73	73
Do. Consol. 7 per cent. mort. 1890	42	42	42	42
Detroit and Milwaukee 1st mort. 7s	68	68	68	68
Do. 2d mort. 8 p. c.	68	68	68	68
Erie shares 100 dol. all paid	68	68	68	68
Do. sterling 6 p. c. convertible bonds	64	64	64	64
Illinois Central, 6 per cent., 1875	100	100	100	100
Do. Redemption mort. bonds 6 p. c. 100	109	109	109	109
Do. 100 dol. shares, all paid	109	109	109	109
Panama General mort. 7s, 1897	73	73	73	73
Penn. R. R. bonds, 2d mort. 6 per ct.	98	98	98	98
Do. General mort. 6 p. c. 1910	93	93	93	93
Do. \$50 shares	49	49	49	49
Philadelphia and Erie 1st mort. 1881	94	94	94	94
Do. with option to be paid in Phila.	94	94	94	94

## American Railroad Journal.

Saturday, June 3, 1871.

## Stock Exchange and Money Market.

There has been a steady increase in the supply of Money available to street and mercantile borrowers, whose wants have been seemingly less urgent, and have been very promptly met within the unusually low range of 2@5 per cent. in call loan form, and 4½@7 per cent. per annum in the discount line. The banks, as well as private lenders, have been offering funds to the leading Government and Stock Exchange firms, quite freely at exceptionally cheap rates, and in the absence of anything like an adequate demand, the tendency throughout the week has been favorable to the borrowing interests. The city banks, last week, reported a gain of \$117,301 of specie, \$1,709,096 legal tender notes and \$4,896,744 of deposits. They enlarged their loan and discount averages \$2,005,107 and reduced their circulation \$133,722. The city bank exchanges, last week, averaged \$110,718,225; and thus far, this week, 115 millions daily. The banks now hold \$16,220,081 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The United States Sub-Treasury reported a loss of \$1,298,621 of coin, and of \$325,933 in the currency balance. The receipts of the office last week were \$5,147,296 in coin, and \$4,790,898 in currency; payments

\$6,445,917 in coin, and \$5,116,831 in currency. The office received \$2,672,000 in coin or its equivalent, from customs; and disbursed \$2,778,539 of coin interest.

The specie reserve of the city banks according to the latest return is \$15,380,114, against \$32,728,035 same time last year. The city bank deposits are now \$238,490,760 against \$228,039,345 week ending May 28, 1870. The legal tender reserve amounts to \$68,230,418 against \$61,618,676 same time last year. The circulation now stands at \$31,071,244, against \$33,249,818 same time last year. The loans are now \$291,441,638, against \$279,550,743 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 66½ millions.

The U. S. Sub-Treasurer retired, last week, \$2,338,914 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$4,542,357 in currency, and \$57,315,268 in coin against a balance a week previous of \$7,033,394 currency, and \$67,885,346 coin.

The receipts of the office in May were \$64,193,642 including \$12,157,163 from customs; payments, \$79,603,439 including \$15,496,092 of coin interest.

Government revenues have been yielding moderately since our last. The excises yielded about 2¼ millions. The customs at the port of New York, last week were \$2,556,914; and at the outports, equal to about \$870,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about \$130½ millions.

Under the Treasury programme for June, Government will sell during the month, through the Treasury office here, at least seven millions of Gold as follows: Thursday, June 1, \$2,000,000; Thursday, June 8, \$1,000,000; Thursday, June 15, \$2,000,000; Thursday, June 22, \$1,000,000; Thursday, June 29, \$1,000,000. And buy in four millions of Five-Twenties, as follows: Wednesday, June 7, \$1,000,000; Wednesday, June 14, \$1,000,000; Wednesday, June 21, \$1,000,000; Wednesday, June 28, \$1,000,000.

Gold has shown considerable firmness, though the demand has not been remarkably active, from any source. The speculative call has been moderate. The export inquiry has been less extensive. The customs drain has been on a restricted scale. The range of the price, during the week, has been from 111¼@112, and the closing quotation on Wednesday was 111½, against 111½ the preceding Wednesday. The outflow, last week, was \$1,913,071; on Tuesday of this week to \$380,000, and on Wednesday, to \$181,722. The Gold Exchange Bank clearances have been about 80½ millions a day. Thursday's clearances were about 84½ millions, as against 18½ millions on Monday.

The Treasury Department balances, on Tuesday morning, were \$92,266,000 of coin, including \$17,812,000 represented by outstanding certificates; and \$7,380,000 of currency.

The customs at this port on Wednesday were \$652,000.

The export drain was \$1,913,071 last week, against \$2,046,059, same week preceding year. The shipments since July 1, 1870, have been \$78,653,173, against \$28,909,536 same time in 1869-70. The Government Gold sales in June will be in

excess of the Bond purchases, and, according to the official programme, will add materially to the currency reserves of the Treasury Department, which have been for sometime under seven millions a small amount, especially when it is considered that nearly two millions of currency interest will be payable by the Department on the 1st of July.

The customs demand for Gold last week, averaged \$445,334 a day; thus far, this week, it has averaged \$430,000 a day, or equal to a weekly aggregate of \$2,580,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$678 and since Jan. 1, 1871, \$3,025,028 against \$6,942,245 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$135,555,438, against \$123,497,360 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$82,833,144 against \$83,932,641 same time in 1869-'70.

Foreign Exchange has been dull and weak, since our last, though closing rather steadier. Bankers' sixty day bills on London closed on Wednesday at 110½@110¾; eight bills on London, 110½@110¾.

The produce exports from this port, week ending with May 30, were to the currency value of \$4,162,140.

Government securities have been in fair request and firmer in price, on a very meagre offering of bonds.

On Wednesday, Government bought in two millions of Five-Twenties at 111 10@111 50, ex-interest. The amount of bonds offered was \$4,053,300.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117¾; U. S. Five-Twenties of 1862, 111¼@111½; U. S. Five-Twenties of 1864 at 111¼@111½; U. S. Five-Twenties of 1865, 111¼@111½; U. S. Five-Twenties of 1865 consolidated, 113¾@114; U. S. Five-Twenties of 1867, 114@114½; U. S. Five-Twenties of 1868, 114@114½; U. S. Ten-forties at 109¾@110; U. S. Six per cent. currency bonds, 115¾@116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 17.	May 24.	May 31.
Consols .....	93¾	93¾	93¾
U. S. 5-20's of 1862 ..	90¾	90¾	90¾
U. S. 5-20's, 1865 .....	90¾	90¾	90¾
" 1867 .....	92¾	92¾	92¾
" 10-40s .....	89¼	88¾	89
Erie .....		25¾	25¼

The Commissioner of Internal Revenue has decided to order the New York Central and Hudson River Railroad Company to pay the 5 per cent. tax, so long under discussion on the \$23,000,000, which constituted the eighty per cent. scrip dividend of December, 1868.

State bonds have been in fair demand and held with firmness.

Railway bonds have been in more general request, on investment account, and quoted stronger in price. Central Pacific Sixes closed firmly at 102¾@103, with a very limited amount of the bonds available at the current figures, owing to the recent extensive purchases for shipment to Europe, chiefly to Germany. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold

bonds have been actively dealt in and have been advanced to 92 per cent. and accrued interest, the recent sales having been largely in excess of the money requirements of the company. Union Pacific Sixes closed at 92¾@93.

Business in Railway and miscellaneous share property has been fairly active but quite variable as to price.

General business has been less active, and values have been irregular. Middling upland cotton closed on Wednesday at 17½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,757,167 bales, against 2,712,135 bales same time last year; exports 2,900,220 bales, against 1,950,539 bales same time last year; stock at the ports at latest dates, 324,853 bales, against 287,135 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand at from 9@13½ cts; Veal Calves, in moderate request at 4@9½ cts; Sheep at 4½@8 cts; Lambs at 7½@12½ cts; Swine, 5@5½ cts per lb., all live weight. The week's receipts were 7,230 Beeves, 4,750 Veal Calves, 20,590 Sheep and Lambs; and 23,629 Swine.

Foreign goods have been quiet moderately sought after at about former prices, in the leading instances. The week's imports of foreign goods reached \$8,209,446 including \$3,222,588 of dry goods.

Ocean freights have been less active and Grain rates, especially by steamships, have been quoted lower, and somewhat irregular.

At the auction sale of Scranton Coal on Wednesday—the first this season—80,000 tons were quickly disposed of at from \$4.60@\$6, per ton of 2,240 lbs. delivered at Elizabethport, N. J.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Cedar Falls and Minnesota 1st mort., 88½; N. Y. and Harlem consol. bonds, 92; St. Louis and Iron Mt. R. R., 61¼; do. 1st mort., 95½; Central of New Jersey new bonds, 102½; Cleveland and Pittsburg consol. bonds, 93; Gt. Western 1st mort., 1888, 94; Pacific R.R. 7s, guar. by Mo., 99¾; Galena and Chicago 1st mort., 102; Toledo, Peoria and Warsaw 2d mort., 77; North Missouri 1st mort., 88; Toledo, Wabash and Western consol. bonds, 90; Milwaukee and St. Paul 1st mort., Iowa Div., 90½; Atlantic and Pacific pref., 36½; Albany and Susq. R. R., 94½; do. 2d mort., 94; New Jersey R. R., 129½; Georgia 6s, 90; do. 7s, gold, 93½; North Carolina 6s, special tax, 19¾; do. Fund Act, 1868, 31; do. 1866, 37½; Arkansas 6s, Fund Act, 58; N. Y. State 7s, Bounty Loan, reg., 110¼; South Carolina 6s, new, Jan. and July, 64; do. April and Oct., 62; Alabama 5s, 72½; Louisiana 6s, old, 71; Brooklyn 6s, Water Loan, 95; American Coal, 62; Consol. Coal of Md., 46½; Cumberland Coal and Iron, 34; Maryland Coal, 37½; Spring Mt. Coal, 60; Western Union Telegraph, 58; Quicksilver Mining pref., 20½; Adams Exp., 82; Wells-Fargo Exp., 46½; Am. Mer. Union Exp., 56¼; U. S. Exp., 55; Am. Flag gold, 0.17; Central gold, 0.08; Grass Valley gold, 0.15; La Crosse gold, 0.20; Rocky Mt. gold, 0.06.

*Philadelphia.*—Belvidere Delaware 2d mort., 86; Huntingdon and Broad Top Mt. consol. bonds, 45; Wilmington and Reading 7s, 95; Perkiomen bonds, 80; Pennsylvania Canal 6s, 80; Schuylkill

Nav. Boat Loan, 84; Phila. and Reading debent. bonds, 83; Pennsylvania and New York Canal 7s, 100; East Pennsylvania R. R., 39½; West Jersey R. R., 62½; do., 7s, 101¼; Fifth and Sixth Streets R. R., 42; Pennsylvania State 5s, coupon, 101½; Allegheny County 5s, 80; McClintock oil, ¾; Feeder Dam, 0.44; Clinton Coal, ½, St. Nicholas Coal, 4. The latest quotations are: City 6s, 102½@102¾; do. free of tax, 102¾@102¾; State 5s, coupon, 102½@102¾; do. 6s, W. L., 101¾@101¾; do. 1st series, 102¼@103¼; do. 2d series, 107@107½; do. 3d series, 108¾@109¼; Reading, 59½@59¼; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 96@97; Camden and Amboy, 129½@129¼; do. mort. 6s, 1889, 95½@96; do. 1883, 92½@93½; do. 1889, 92¾@94; Pennsylvania R. R., 62½@62¾; do. 1st mort., 102¼@102¾; do. 2d mort., 98½@99½; do. Gen'l mort. coupon, 95¼@95½; do. reg., 94¼@94¾; Little Schuylkill R. R., 47@47½; Morris Canal, 52@54; do. pref., 122@125; do. 6s, 90@—; Susquehanna Canal, 11@—; do. 6s, 61@62; Schuylkill Nav., 79@79½; do. pref., 18@18¾; do. 6s, 1882, 80¾@81¼; Elmira and Williamsport pref., 43½@44; do. 7s, 1873, 94@95; do. 6s, 60@60; Lehigh Coal and Navigation, 38½@38¾; do. 6s, 1884, 88@88½; do. R.R. Loan, 92@—; do. Gold Loan, 94¼@94¾; North Pennsylvania, 43¼@48½; do. 6s, 100@102; do., 7s, 96@97; do. Chattle 10s, 112@—; Philadelphia and Erie, 23¾@29; do. 6s, 92@—; Minehill, 53¾@54; Catawissa, 21@22; do. pref., 48¾@48½; Lehigh Valley, 62½@62¾; do. 6s, 100@—; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 61@—; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 30@31; Green and Coates, 44@46; Chestnut and Walnut, 51½@52; Hestonville, 21½@22; Union, 55@—; Germantown, 33@—.

*Boston.*—Cincinnati, Sandusky and Cleveland R. R., 25; do. 7s, 1890, 84; Michigan Central 8s, 1890, 108¾; Vermont Central, old stock, 87½c.; 1st mort., 87; Indianapolis and Cincinnati R. R., 6; Chicago and Michigan Lake Shore 8s, 89¾; Central Pacific 7s, 1883, 103; Burlington and Missouri 7s, 97¾; Carthage and Burlington 8s, 99; Iowa Central 7s, 90; Keokuk and St. Paul 8s, 1879, 99¼; Cedar Rapids and Missouri 7s, 1891, 90½; Boston and Lowell 6s, 1879, 99¼; Eastern R. R. 6s, 1889, 97¾; Vermont and Canada 8s, 1889, 104; Conn. and Pass. Rivers R. R., 93; Portsmouth, Great Falls and Conway R. R., 115; Rutland R. R., 39½; do. pref., 84½; Summit Branch, 49¼; Norwich and Worcester R. R., 116; Cary Imp., 19¼; Boston Water Power, 43½; Waverly Land, 3¾; Ophir (N. S.) gold, 12c.; New Hampshire 6s, 1872, 100¼; do. 1874, 100½; Connecticut 6s, 1884, 100½; Chicago 7s, Water Loan, 100¾; Portland 6s, Railroad, 95; Albany 6s, 1871, 100; do. 1894, 96¾; Cincinnati 7 3 10s, 1899 105½; Rockland 6s, 1884, 92; Boston 5s, 98¼; Allouez Mining Co., 6; Canada, 60c.; Dana, 1½; Humboldt, 1½; Hancock, 2¾; Hanover, 3¼; Manhattan, 55c.; Megnard, 60c.; Petherick, 2¾; Pontiac, 50c.; Superior, 50c.; South Side, 50c.; Star, 62½c.; St. Clair, 50c.; Winthrop, 30c.

*Baltimore.*—Northern Central 6s, 1900, gold, 93¾; Pittsburg and Connellsville bonds 96; Orange and Alexandria 4th mort. 8s, 78½; do. 3d mort. 8s, 84¼; Orange, Alex. and Manassas bonds, 82½; Western Maryland 1st mort. 79; Central Ohio R. R., 29½; do. 1st mort., 85; Vir-



ginia 6s, old, reg., 57; do. 6s, 1866, 74; do. 6s, 1867, 70; do. new coupon, 69½; Maryland Defense bonds, 105¾; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 140@143; do. 6s, 1875, 97½@98; do. 1880, 96½@97; do. 1885, 95@95½; Northern Central, 41½@42; do. 6s, 1885, 94@94½; do. 1900, 89@90; do. 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 98@100; do. 2d mort., 98½@98¾; do. 3d mort., 1885, 97@97½; Marietta and Cincinnati 7s, 1892, 96¾@97; do. 2d mort., 82¾@82½; Central Ohio, 29½@30; do. 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 92@94; do. 2d mort. pref., 58½@60; do. 6s, guar. by Washington Co., 86½@90; do. 6s, 3d mort. guar., 92¾@93; Richmond and Danville bonds, 75¾@76; Orange and Alexandria 1st mort. 6s, 85@—; do. 2d mort. 6s, 78½@—; do. 3d mort. 8s, 84@84½; do. 4th mort. 8s, 78½@79; Orange, Alex. and Manassas 7s, 81½@83; Virginia and Tennessee 8s, 84¼@86; do. 6s 1st mort., 85@90; do. 6s, 2d mort., 75@77; Baltimore 6s, 1875, 99¾@100; do. 1884, 99@100; do. 1890, 99½@99¾; do. 1893, 98@—; do. 1900, 99@100; do. 6s, 1838-'70, 80@81; Memphis City 6s, 56¾@57¼; Maryland Defense Loan, 1883, 105½@—; City Passenger R. R., 22@25; George's Creek Coal, 68@73; Baltimore Copper, 0.50@1.00; Santa Clara, 1@2.50; Atlantic Coal, 1@2.25.

#### Atlantic, Mississippi and Ohio Railroad.

We learn from the Richmond *Whig* that arrangements have been made for the extension of this road to the Kentucky line at Cumberland Gap, where it will be met by an extension of the Louisville and Nashville Railroad. The gap to be filled is one hundred and fifty miles long, of which less than sixty miles are in Kentucky, to be constructed by the Louisville and Nashville Company, and less than ninety are in Virginia to be constructed by the Atlantic, Mississippi and Ohio. The *Whig* is the authority for the statement that the above arrangements have been agreed upon, the details to be settled by a committee which left Lynchburg, Va., for Louisville on the 29th of May on behalf of the Virginia road.

Messrs. FISK & HATCH have announced that in accordance with the instructions contained in the following letter, the price of the *Six per cent. Gold Bonds of the Chesapeake and Ohio Railroad Company* is advanced to 92 and accrued interest, until further notice:

OFFICE OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY,  
No. 54 William st., New York, May 27, 1871.  
Messrs. Fisk & Hatch, Financial Agents, Chesapeake and Ohio Railroad:

GENTLEMEN: I notice that the sales, from day to day, of the First Mortgage Bonds of the Chesapeake and Ohio Railroad Company are much in advance of the expenditure of the Company for construction. For this, and the additional reason, that the Directors think the present price quite too low for so valuable a security, you will sell none after this date for less than 92 and accrued interest, at which price you will please sell until further notice.

C. P. HUNTINGTON, President.

The Baltimore *Sun* says that the Chesapeake and Ohio Railroad of Virginia has definitely arranged to push on its connections through Kentucky via Lexington and the Big Sandy route.

#### BANKING AND FINANCIAL.

THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly \$10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226½ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over \$8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of \$12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of \$1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser more than seventy-seven per cent. greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every

six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of \$2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents, W. B. SHATTUCK, Banker and Financial Agent, New Orleans, Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

HARVEY FISK.

FISK & HATCH,

A. S. HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST.,

NEW YORK, June 1, 1871.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY are extending their line of road to the head of reliable navigation on the Ohio River, where it will meet and connect with lines now building or projected, to the principal railroad centres and river cities of the Western States. 227 miles are in operation, and the iron for 100 miles additional is now being laid. The road will have, when completed, a large East and West through business, beside an immense mineral and general local traffic.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are amply secured, and very desirable for safe and profitable investment.

The CENTRAL PACIFIC BONDS, negotiated by us, amounting to \$25,885,000, have a ready market everywhere, being favorably known and actively dealt in at all the principal Stock Exchanges of this country and Europe, and are readily salable at all times at quoted market price, which is now above par.

The bonds of the CHESAPEAKE AND OHIO RAILROAD Co. we believe to be of equal value and security, and must in time take a like rank in market value and salable character.

Holders of five-twenty bonds desiring to fund them otherwise than in the new Five per Cent. Government Loan may do so with entire safety, at a profit of about 20 per cent., and without reduction of interest, by an exchange for the Bonds of the CHESAPEAKE AND OHIO RAILROAD Co.

Price of the bonds, until further notice, 92 and accrued interest from May 1.

We also buy and sell Government Securities and the Bonds of the Central Pacific Railroad Co., and as agents of the U. S. government will attend to the funding of 5-20s into the new U. S. Bonds.

FISK & HATCH.

## Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE—PLAINTIFF'S NEGLIGENCE MUST NOT CONCUR.

The case of Toledo, Peoria and Warsaw Railway Company vs. Riley, (47 Ill., 514,) was an action on the case, brought by appellee, against the appellants, in the Circuit Court of Peoria County, to recover damages for alleged injuries sustained by appellee, while attempting to cross the track of appellants, from a collision with one of its trains. The cause was tried before a jury, who found a verdict for the plaintiff for \$760.00. A motion for a new trial was overruled, and judgment rendered on the verdict, to reverse which, the case is brought by appeal to this court.

The following is the able opinion of the Court delivered by

WALKER, J.—The only negligence attributable in this case to the railway, is the failure to ring the bell, or sound the whistle, for the required time, about which the evidence is contradictory. But assuming the bell was not rung, nor the whistle sounded the question recurs, whether the plaintiff was not himself guilty of a degree of negligence which should bar his recovery, and on that point, we are of opinion the case should be submitted to another jury.

The plaintiff had been to Peoria, with a load of wood, and was returning home, in the afternoon. By his own statement he had been drinking somewhat freely of whiskey, and the testimony of other witnesses shows he was in such condition that he paid no attention to the shouting of two persons, only ten or twelve steps from him, just before he crossed the track. The evidence further shows that the railroad track was in full view as he approached it, a train being visible 1,145 feet from the crossing, by a person on the highway ten feet from the track, a train being nine hundred feet from the crossing. It is evident then, that the plaintiff, by the exercise of even less than ordinary prudence, might have discovered and avoided the approaching train. He did not do this, but either in a state of partial stupefaction from drink, or acting with a reckless temerity utterly inexcusable, he undertakes to cross, with the train in full view, if he had but looked along the track, thus wantonly imperiling not only his own life, but that of the passengers on the train. While the highway traveler cannot be required to leave his vehicle, or adopt any other unusual means to discover an approaching train, he cannot be permitted to voluntarily close his eyes to danger or to rush into it with utter recklessness, and then claim compensation for injury.

No exception is taken to the instructions, but the jury, in our opinion, disregarded them, and there should be a new trial.

Judgment reversed.

The Portsmouth, Great Falls and Conway Railroad is taking measures to extend its track from West Ossipee to Conway, and work will soon be begun on that part of the line. The northern terminus of this road is at Gorham, connecting with the Grand Trunk in that town. The road passes close to the Glen House, and that property, it is estimated, would be enhanced in value \$50,000 by the opening of this route from the mountains to the beaches. When the road is completed, passengers can make a round trip from Boston to

the mountains by way of the Boston, Concord and Montreal Railroad, and return by this route, all the way by rail, except the descent from Tip Top, Mount Washington, to Glen House.

## California Pacific, Eastern Extension.

A new company has been incorporated in California, under the name of the "California Pacific, Eastern Extension Company," with a capital of fifty millions of dollars, for the purpose of constructing a railroad from Davisville, on the line of the California Pacific Railroad, 12 miles distant from Sacramento, to or near Ogden on the Union Pacific Railroad. The certificate of incorporation was filed on the 22d ult. The incorporators are: Milton S. Latham, J. Friedland, W. F. Roelfsen, Colonel John B. Frisbie and Julius May, of San Francisco, and Rudolph Sulzbach, of Frankfort-on-the-Main. The company organized on the same day by the election of William F. Roelfsen, president; Colonel J. P. Jackson, vice-president; Milton S. Latham, treasurer; Colonel W. H. L. Barnes, secretary. The San Francisco *Bulletin*, of 18th ult., has the following in reference to this project:

For some days past rumor has been busy on the street with a reported project for the immediate construction of another transcontinental railroad. From careful inquiry we have arrived at the conclusion that for once rumor is not far from right, and that such an enterprise has actually been determined upon by parties possessing abundant capital and the requisite energy and talent to carry it through. The parties who would necessarily be best posted on the subject decline to give any particulars for the present concerning it, but do not deny the general truth of the report. The probable facts, as we gather them from various sources, are these:

The combination which already includes the Pennsylvania Railroad and its connecting lines with New York, the Pittsburg, Fort Wayne and Chicago Railroad, the Chicago and Northwestern Railroad, and the Union Pacific Railroad, forming one continuous line, with uniform gauge, from New York to Ogden, have determined to complete a through line from Ogden to the Pacific, independent of their present connection with the Central Pacific. With this object in view, an association of Eastern and European capitalists have subscribed the requisite capital, and will immediately incorporate a company under the laws of California, to construct a road from Davisville, on the California Pacific Railroad, 12 miles west of Sacramento, northward to the California and Oregon line, passing west of Beckwourth Pass, thence by an easy grade around the southeastern side of Goose Lake, thence to the Christmas lakes, thence eastward, through Southern Idaho, on the northern side of the valley of Snake River to a point northwest of Salt Lake, whence it will bend southeastwardly, and run to Ogden, or some other point on the northeast of that place, and unite with the Union Pacific. We may be misinformed as to some of the points on the road, but the line, if built, will run on the general route we have laid down. The new road is to be designated "California Pacific, Eastern Extension," and will be organized and run as a separate company from, though identified with, the California Pacific, and really originating from it.

This line will be about 1,000 miles in length, or in the vicinity of 100 miles longer than the Central Pacific and Western Pacific line from San Francisco to Ogden; but it will avoid the heavy grade by which the latter crosses the Sierra Nevada, and will pass through a country capable of affording a large local business. All Northern California would be reached by it; a connection would be made at or near its northern end, with one or more roads from the mouth of the Columbia, and, possibly, Puget Sound, and probably,

eventually with branch roads for Northern and Central Idaho. We understand that the money required will be furnished by German capitalists, and that the London and San Francisco Bank will be the financial agent of the enterprise. Subscriptions to the stock have been already obtained, and bonds will be issued to secure the required loan.

## Railroads in Iowa.

(Compiled from the State Treasurer's Annual Report.)

Name of Road.	Miles in length.	Earnings in 1870.
Burlington and Missouri River .....	349.60	\$2,156,769 20
Cedar Rapids and Missouri River .....	274.24	1,865,167 08
Chicago, Iowa & Nebraska .....	81.81	1,220,882 32
Dubuque & South Western .....	51.76	190,747 87
Dubuque and Sioux City .....	142.88	1,185,632 02
Chicago, Rock I. & Pacific .....	369.85	2,227,337 17
Des Moines Valley .....	248.49	803,835 22
Keokuk and St. Paul .....	42.03	134,555 59
Milwaukee and St. Paul .....	250.00	906,812 06
Cedar Falls and Minnesota .....	75.57	141,100 98
Sioux City and Pacific .....	80.00	236,733 85
Kansas City, St. Joseph & Council Bluffs .....	54.88	277,312 00
Burlington, Cedar Rapids and Minnesota .....	144.00	172,605 20
St. Louis and Cedar Rapids .....	41.37	56,377 80
Central R. R. of Iowa .....	151.00	103,354 17
Iowa Falls and Sioux City .....	183.69	228,390 03
Chicago & South Western .....	45.84	13,108 43
Davenport and St. Paul .....	43.00	7,588 72
Sabula, Ackley & Dakota .....	20.05	321 00
Iowa Midland .....	30.00	3,724 23

Total .....

Statement of mileage and earnings for 9 years:

Dec. 31.	Miles of road.	Amount.	Per mile.
1862.....	626	\$1,109,346 34	\$1,772 11
1863.....	653	1,570,546 55	2,405 12
1864.....	727	2,553,699 91	3,572 65
1865.....	847	3,871,783 43	4,572 85
1866.....	1,060	4,118,006 35	3,884 89
1867.....	1,228	5,867,501 92	4,778 09
1868.....	1,448	8,024,931 13	5,541 73
1869.....	2,081	10,409,950 70	5,002 37
1870.....	2,683	11,922,352 94	4,447 39

The new Railroad Bridge over the Missouri River at St. Charles, was formally opened on the 29th ult. The train consisted of eight locomotives and nineteen cars, crowded with people, all on the bridge at one time. The extreme length of the bridge and approaches is 6,570 feet, and of the bridge proper 2,179 feet. It has seven spans, and has been two years and eight months building. It is leased by the North Missouri Railroad Company, and will enable the company to shorten the time three hours between St. Louis and Ottumwa, Iowa.

The contract for the graduation, ballasting, masonry and bridging of the Salisbury and Baltimore railroad, running from Myer's Mills to Salisbury in Somerset county, Pa., was, on the 24th ult., awarded to Messrs. John and Chas. Donahue, of Altoona, Pa., who have recently completed extensive contracts on the P. & C. R. R. The road is 10½ miles in length, and runs through the coal fields said to have been discovered in that region.

J. F. Gatewood, R. W. Martin, L. C. Gause, R. S. Gantt, O. S. Dillon, E. M. Phillips and J. McL. Barton, have been elected directors of the White River Valley and Texas Railroad.



**New Orleans, Mobile and Texas Railroad Company.**

The North is just beginning to learn the capacity of the South. The four south-western States of Alabama, Mississippi, Louisiana and Texas constitute a vast district, which is enormously productive; whose resources for cotton, sugar, molasses, rice, wheat, corn and cattle-raising are almost unlimited; which have within their bounds the great commercial cities of the Gulf, but which country has not one tenth of the population which will yet find room and profitable employment in their great areas. As railroads have made the Western States populous and prosperous, so railroads connecting the great agricultural regions of the south-west, with their natural markets and shipping ports, are to be the main agency in increasing the wealth of the South, and, in turn, the roads will find large profit in the traffic which will follow their opening.

The New Orleans, Mobile and Texas Railroad Company is composed of strong capitalists, who saw the promising field for the employment of capital, and who have already expended not less than ten million dollars in the work, without asking the public to buy a Bond or a share of stock. They have built, equipped and opened to profitable business the 140 miles of the road connecting Mobile and New Orleans (the only railway line between those two important commercial cities), and are now vigorously pushing the work west of the Mississippi River. The road is to run from New Orleans to the Sabine River (226 miles), and thence to Houston, Texas (108 miles), making the total distance from Mobile to Houston 475 miles. All of this distance is through a productive region, which will ensure profitable local traffic, while the through transportation of Texan products will tax all the facilities of a railroad.

Among the leading stockholders in the Company are Hon. E. D. Morgan, of New York, Hon. Oakes Ames, of Massachusetts (who are the trustees under the mortgage); Hon. John A. Griswold, of Troy, N. Y.; Messrs. Morton, Bliss & Co.; J. and W. Seligman & Co.; L. Von Hoffmann & Co.; James H. Banker and Harrison Durkee, bankers, of New York, and others whose names are a guarantee of careful and honorable management. Having disbursed very largely of their own means, as above noted, without asking help from the public, the Company now offer for sale their First Mortgage Bonds, limited by law to \$12,500 per mile, and Second Mortgage Bonds, to an equal amount, principal and interest guaranteed by the State of Louisiana. They have forty-five years to run, and pay interest at the rate of seven per cent. gold or eight per cent. currency, at the option of the holder, at the time when each coupon is due, thus securing a long time investment at a far more liberal rate of income than can be realized from Government Bonds; while the refunding of the Five-Twenty Six Per Cents into the new Government Fives, which is progressing rapidly, will make the difference in favor of the N. O. M. and T. Bonds still more marked.

Mr. W. B. Shattuck, who was prominently engaged in the negotiation of all the Government loans, and who followed up his eminent success in the National securities by rapidly negotiating the Union Pacific first mortgage Bonds, and more lately, the Bonds of the Central Railroad of Iowa, of which he was Treasurer, has been appointed Financial Agent of this Company, and sets forth some of the strong points of the enterprise in another column.

The pamphlet just issued by the Company, and which may be had of the advertised agents, gives full details concerning this promising enterprise, and to it we refer our readers for further information.

**Bedford and Bridgeport Railroad.**

The Philadelphia *Ledger* understands that the Bedford and Bridgeport Railroad Company has made an agreement with the Pennsylvania Railroad Company, by which the former company is to grade and bridge its road from Mount Dallas, the present southern terminus of the Huntingdon and Broad Top, southwestward about 30 miles to Bridgeport, on the Pittsburg and Connellsville Railroad, about eight miles from the Maryland line. The Pennsylvania Railroad Company is then to complete the road, receiving therefor the other company's bonds. The Pennsylvania company further agrees to extend the road to the Maryland line within three years, in the direction of the Cumberland coal mines, provided that a road shall be built from those mines to meet them. It is proper, adds the *Ledger*, to mention in this connection that the movement above noticed, or something else, has greatly quickened the credit of the securities of the Huntingdon and Broad Top Railroad Company. Two large iron furnaces have been recently built on the line of this road, and active efforts are now making to develop the valuable iron ores, and coal with which the region abounds. The proposed extension of road will also add largely to the old road, and make it more than ever the interest of the Pennsylvania Railroad Company to absorb it by lease or purchase.

A narrow Gauge locomotive is now in course of construction at the machine shops of Thomas H. Paul, at Frostburg, Md., which, when completed, will weigh but eight tons. It is being built for the Franklin Coal Company, of Alleghany county, and will be used in hauling coal from the mines to the C. & P. R. R., over a road having a three foot gauge.

We learn from the Jackson *Clarion* that the railroad, building from Vicksburg to Shreveport, has been extended to, and that trains are now running from Delta, opposite Vicksburg to Monroe, La., connecting with coaches from Shreveport and other points in Northern and Eastern Texas. This is a link in the Southern Pacific road.

The Baltimore *Sun* says that the bonds issued by the city of Frederick for its subscription to the Frederick and Pennsylvania Line Railroad are being taken with some freedom by local investors at 92.

The Southern Pennsylvania Railroad is almost completed as far as Mercersburg, and will be opened for traffic in a few weeks. It has been leased to the Cumberland Valley Railroad Company.

The contract for the construction of a new bridge, 640 feet long, over the Androscoggin River at Lewiston, Me., has been given to George Hanson, for \$29,313.

The Vermont and Canada Railroad Company will increase its capital June 1st from \$2,500,000, to \$3,000,000, each holder of five old shares, May 16, being entitled to one new one at par.

The Hackensack and New York Extension Railroad, a branch of the Erie Railway, was formally opened on the 26th ult.

**West Wisconsin Railroad.**

This important air line railway, between St. Paul and Chicago, will probably be completed this summer. Several hundred men are now at work between Menominee and Hudson, and the line will strike the St. Croix by August or September next. Between St. Paul and Hudson the road is now being surveyed, and the capitalists of St. Paul, who are awake to their interests, and know full well how prominent a position this road will take in the great railroad system now centering at this point, will see that this end of the line shall be constructed in time to meet the track-layers as they emerge from the woods of Wisconsin on the banks of the St. Croix. The railroad bridge at Hudson will also soon be under way, and there is every reason to believe the West Wisconsin road will this year be entirely completed, and thus bring St. Paul and Chicago in close connection.

The West Wisconsin Company have contracted with the Wason Car Manufacturing Company at Springfield, Mass., for 150 passenger and freight cars, one-half of which have been delivered, and are now running on their road. Their locomotives are furnished by the Baldwin Locomotive Works at Philadelphia. The Chicago and Northwestern Company have negotiated a loan of between three and four millions mortgage on their line from Madison to Tomah, and have now more than 1,200 men at work to fulfil their part of the contract for this air line from Chicago to St. Paul. When this road, with the West Wisconsin, is finally completed, there will be a new route from Chicago to the great Northwest very much shorter than any at present in operation.—*St. Paul Press*.

The incorporators of the Poughkeepsie Bridge Company have elected the following officers: President, John F. Winslow; Vice-President, H. G. Eastman; Treasurer, George Innis; Secretary, R. F. Wilkinson. P. P. Dickinson, of Poughkeepsie, is Chief Engineer.

The Atlantic and Pacific railroad was completed on the 25th ult., to Grand River, Indian Territory, and an excursion party went over it. Grading has progressed twenty miles beyond Grand River, and track-laying is pushed vigorously.

The St. Paul and Sioux City Railroad company have commenced laying iron at St. James westward. Some thirty miles of the track is graded ready for the iron, which carries the road beyond the Des Moines river.

The track laying upon the first Western division of the New Orleans, Mobile and Texas railroad was completed on the 17th ult., a distance of 63 miles from New Orleans. The road will soon be opened for traffic to that point. The grading is completed 20 miles beyond Donaldsonville, and a strong force is employed in its extension.

The Cincinnati and Baltimore railroad company have contracted for the use of the Cincinnati and Dayton Short Line railroad, now in process of construction, for a distance of seven or eight miles from Spring Grove Junction to the Indianapolis and Cincinnati Junction, at a rental of \$35,000 per year.

The Vera Cruz (Mexican) Railroad is completed as far as Potrero. It will reach Cordova early in July.

The Taunton and Attleborough Railroad is nearly finished.

**Rensselaer and Saratoga Railroad.**

With reference to the lease of this road to the Delaware and Hudson Canal Company, which was consummated on the 18th of May, the Albany Evening Journal says:

The Delaware and Hudson Canal Company has the receipt of the road from May 1st, and pays the running expense of the road from the same day. The length of the road, without sidings and turn-outs, is 181 miles, and the conditions of the lease are the payment of seven per cent. on the capital of six millions dollars the first year, and eight per cent. thereafter, and interest charges on the debt, \$203,816 per annum. The arrangement affords to the Delaware and Hudson Canal Company a continuous connection by rail from its mines, via Albany and Susquehanna Railroad, already leased to Lake Champlain and north for the distribution of coal in one direction, and the transportation of iron in the other. The road extends from Albany and Troy to Lake Champlain and Rutland, Vermont, including the old Schenectady and Saratoga branch from the former place to Ballston. The lease is perpetual.

At a meeting of the directors of the Springfield and Northwestern Railroad Company held at Jacksonville, Ills., on the 23d ult., that portion of the road between Lewistown and Havana, a distance of about nine miles, was located, and the work of grading ordered to be commenced immediately. The road-bed between Havana and Petersburg is now ready for the iron, and it is expected that the work will be pushed forward as rapidly as possible. The contractors are under bonds to complete the road from Lewistown to Springfield by the first of January, 1872.

The work on the extension of the Portsmouth, Great Falls and Conway (N. H.) Railroad, from Union to Ossipee, twenty-eight miles, is rapidly being prosecuted, and it is thought that the cars will make their regular trips to Ossipee on or about the 10th of July. From three to three and a half miles of iron are laid from the Union end. The work on the entire line of this road is to be continued from Ossipee to North Conway, and the road completed as soon as possible.

The Savannah Republican of the 27th ult., gives the particulars of the consolidation of two of the most important lines of railroad in the State—the Central Georgia and the Macon and Western. The Central company takes the Macon company's works, agreeing to operate them, "and on the score of dividends places its stockholders on the same footing with its own."

John A. Spaulding of Nashua, William R. Spaulding of Lawrence, Edson Hill of Manchester, James W. Johnson of Enfield, John H. Pearson of Concord, Frederick Smyth of Manchester and William A. Tower of Boston, have been elected directors of the Concord Railroad company.

The directors of the Penobscot Bay and River railroad, Maine, have voted to begin operations as soon as the preliminaries can be adjusted, and appointed a committee to go over the route from Rockland and Camden and settle land damages. Captain L. L. Buckland has been employed to locate the land.

The Duxbury and Cohasset Railroad is to be opened to Greenbush station, in the south part of Scituate, about the middle of June, and through Duxbury by the first of July.

**West Wisconsin Railway.**

The Baraboo Republic learns that the contract for the construction of the road bed from Baraboo to Reedsburg has been awarded to Fox & Howard, and the contract calls for the speedy commencement and energetic prosecution of the work.

Track laying from Madison has been commenced, and will be steadily pushed until the road is in operation to the Wisconsin river. New contracts are being let as fast as practicable, and it is now certain that this road will be completed to Tomah in a remarkably short space of time.

It is now asserted with confidence that arrangements will soon be completed for the extension of the Mineral Point road north to intersect the Air Line. Richland Centre, and other points in the way expect thus to gain railroad communication.

A project is on foot for building a railroad from a point on the Potomac river, in the vicinity of White's Ferry, not far from Knoxville, Frederick Co., Md., to Manassas Junction, crossing the line of the Alexandria, Loudoun and Hampshire railroad. This would appear to imply that the Potomac river is to be bridged for the new road. Books of subscription to the stock of the enterprise, under the name of the Virginia and Maryland railroad, were opened at Leesburg, Va., on the 27th ult.

The Kent County and the Kent and Queen Anne's Railroad companies have renewed their lease of the Townsend Branch for three years—the rent paid being equal to three per cent. on the cost of the branch, and the leased line to be kept in thorough repair. The road is soon to be completed to Chestertown. The country along the newly completed section from Worton to Kenndysville is in process of becoming one vast peach orchard.

The piers for the Railroad Bridge at Hastings, Minn., on the St. Paul and Chicago railroad have been completed. The company commenced laying the iron for the track between Red Wing and Lake City on the 1st of June. Including side tracks, there is about fifty miles of iron to lay to complete the entire road to Winona.

The dividends of the Portland, Saco and Portsmouth Railroad, latterly 3 per cent. semi-annual in gold, have been changed to 5 per cent. currency, by a lease to the Eastern Railroad Company, at 10 per cent. per annum. The dividends will hereafter be paid July 1 and January 1, instead of the middle of June and December.

Thomas Speakman, Esq., has received notification from the Secretary of War, that his plan, marked No. 2, for the construction of a bridge across the Delaware River, between Camden and Philadelphia, has been accepted by the War Department. The specifications call for two spans of 1,150 feet each, and two of 546 feet each.

The survey for the extension of the Bangor and Piscataquis Railroad towards Moosehead Lake has been begun at Foxcroft, on what is known as the front route.

The Chesapeake and Ohio Railroad has subscribed \$2,600,000 to the Lexington and Big Sandy road, which will be sufficient to complete it.

**Maysville and Lexington Railroad, N. D.**

At the annual meeting of this company held at Maysville, Ky., on the 18th ult., the following gentlemen were elected directors for the ensuing year: Thompson Parks, Daniel Hibler, Alex. Mc Clintock, Jas. H. Hall, L. H. Long, W. H. Cox, and Jno. S. Darnall. From the report of the Treasurer, Henry Pelham, Esq., it appears that the receipts from all sources since the commencement of the work have been \$745,879 30, and the expenditures \$601,900 79—leaving a balance of \$143,978 60; to which add amounts to be paid by the counties and private subscription, estimated at \$181,196—making a total of \$325,174 60. The amount paid to contractors and on construction account has been: on the Paris division, \$140,867 42, and on the Maysville division, \$367,169 73—total, \$508,037 15.

The gap in the Chicago and Michigan Lake Shore railroad has been closed. There is now a continuous line of railroad from New Buffalo to Montague, a distance of one hundred and forty-seven miles. The railroad passes through St. Joseph, Benton Harbor, Coloma, Watervliet, Hartford, Bangor, Breedsville, Manlius, Holland, Nunica, Muskegon and Whitehall.

The grading of the Sugar River road has reached Newport. Little ground now remains unbroken between Newport and Bradford. A portion of the iron is now at Bradford, where the work of laying rails will begin next week. Half a mile from Bradford out was completed on Saturday, and an engine ran over it for the first time.

**OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.**

120 BROADWAY, NEW YORK, }  
June 1, 1871. }

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

A. H. BARNEY, Treasurer.

**THE WHARTON Safety Railroad Switch.**

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.

P. O. BOX, 2353, Phila.



**W. G. CHITTICK,**

35 WALL ST, NEW YORK,  
Buys & Sells, on Commission,

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**A General Banking Business.**

*Loans Negotiated and Investments Made on Favorable Terms.*

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**Manhattan Oil Company,**

Office, 16 Broadway, New York,

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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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**DESIRABLE**

**HOME SECURITIES,**

OFFICE OF

**MEAD & CLARK,**

**BANKERS,**

**141 Broadway, NEW YORK.**

The attention of Capitalists and Investors generally is invited to the

**FIRST MORTGAGE**

**7 Per Cent. Gold Bonds**

OF THE

**WALKILL VALLEY RAILWAY CO.,**

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

*The Principal and Interest are PAYABLE IN GOLD.*

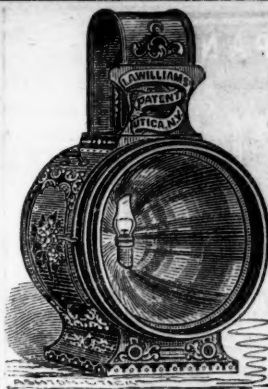
The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

**ERASTUS F. MEAD and**

**THOMAS CLARK, Jr.,**

**Financial Agents.**



**I. A. WILLIAMS'**  
**UTICA HEAD LIGHT WORKS,**  
**UTICA, NEW YORK.**

*Established 1851.*

**Williams' New Patent Coal Oil Head Light,**  
**WITH BRAZED SAFETY BURNER,**

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

**I. A. WILLIAMS, Patentee.**

**RAILROAD IRON.**

1,000 tons LLYNVI VALE.  
1,000 " BAILEY BROS.  
50 LBS. ERIE PATTERN. Now in yard and for sale

by

**DANAS & LITCHFIELD,**  
49tf **18 William street**

**NEW YORK**

**State Railroad Bonds.**

**A First-Class Home Investment.**

**FIRST MORTGAGE**  
**GOLD BONDS**

OF THE

**RONDOUT AND OSWEGO**  
**RAILROAD.**

Principal and Interest payable in Gold.

**SEVEN PER CENT. SEMI-ANNUALLY.**

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons, payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

**EDWD. HAIGHT & CO.,**

29 Wall Street, New York City,  
Financial Agents of the R. & O. Company.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,**

**YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

**C. Billmeyer. D. E. Small. J. H. Small.**

**HEYERDAHL, SCHÖNBERG & CO.,**

**31 Pine Street,**

**NEW YORK.**

IMPORTERS OF

**RAILROAD IRON,**

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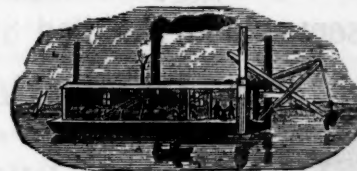
**RAILWAY MATERIALS.**

**SOLE AGENTS**

**IN THE UNITED STATES FOR**

**SAMUEL FOX & CO'S**

**Bessemer Steel Rails.**



**TO CONTRACTORS.**—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the **FOUND MANUFACTURING CO., Lockport, N. Y.**

**The International Banking House**

OF

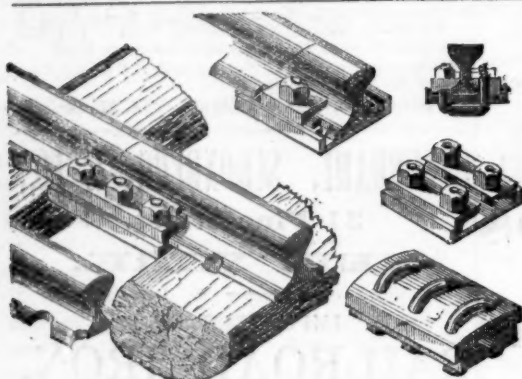
**BRELAZ, ABT & CO.,**

**121 Regent Street, W.,**  
**LONDON.**



Contract for **BUILDING** and **OPERATING** at any point required.

**MACHINERY** and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



**FISHER'S PATENT**  
Wrought Iron  
**RAIL JOINTS,**  
MADE BY  
**FISHER & NORRIS,**  
**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

## DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the United States or Canadas.

**Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.**

## CAMP'S IMPROVED DUMPING CAR.

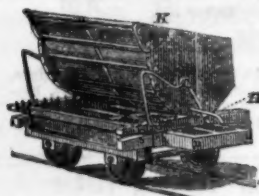


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address,

**Wilkes-Barre, Pa.**

A. W. RHOADS,

N. H. CAMP.

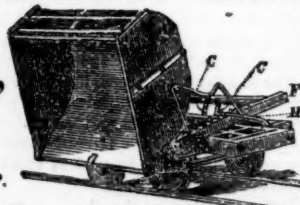


Fig. No. 2, Car Dumped.

**TO DUMP THE CAR.**

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AND CHILE.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 15, steamer **RISING STAR**, Capt. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston and connecting at Panama with steamer **COLORADO**, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

Steamer **CHINA** will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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